"PUT YOURSELF IN CLOVER"

Buy all the land you can afford to own in our Sunny Uplands of Louisiana—land in an Ideal Climate, Gulf Breezes, Ample and Seasonable Rainfall, Sure Crops, a Great Variety of Valuable Products, Excellent Drainage, an Abundance of Pure Soft Water, Unusually Good Health Conditions, near Good Schools and Churches, with Railroad and Market Facilities.

SOME OF OUR PRODUCTS:

Excellent tame Grass Pastures of Clover and Bermuda Grass, Corn, Oats, Cattle, Sheep, Hogs, Horses and Mules, Poultry, Cotton, Sugar Cane, Garden Truck and Vegetables, Irish and Sweet Potatoes, Peaches, Grapes, Figs and Oranges.

In the month of May last year we conducted the first land-selling excursion to our Sunny Uplands of Louisiana.

That was to a tract of about 21,000 acres near Carson and DeRidder.

We have sold that tract to more than 200 good, representative Northern farmers and investors.

We are now colonizing another tract of 26,000 acres only 10 miles South of the first tract.

The Kansas City Southern Railroad runs for a distance of 8 miles through this new tract.

It is a fine body of land and is exceptionally well located.

We are selling this land in subdivisions of not less than 40 acres at $15.00 to $20.00 per acre.

TERMS: One-fourth cash, balance in five equal yearly payments, with interest at six per cent.

Write to us for information about our regular land buyers' excursions and for complete descriptive advertising matter.

Local Representatives Wanted.

AMERICAN FARM LAND CO.

SUNNY UPLANDS OF LOUISIANA

Local Representatives Wanted.

217-218 Commerce Bldg., Kansas City, Mo.

CURRENT EVENTS

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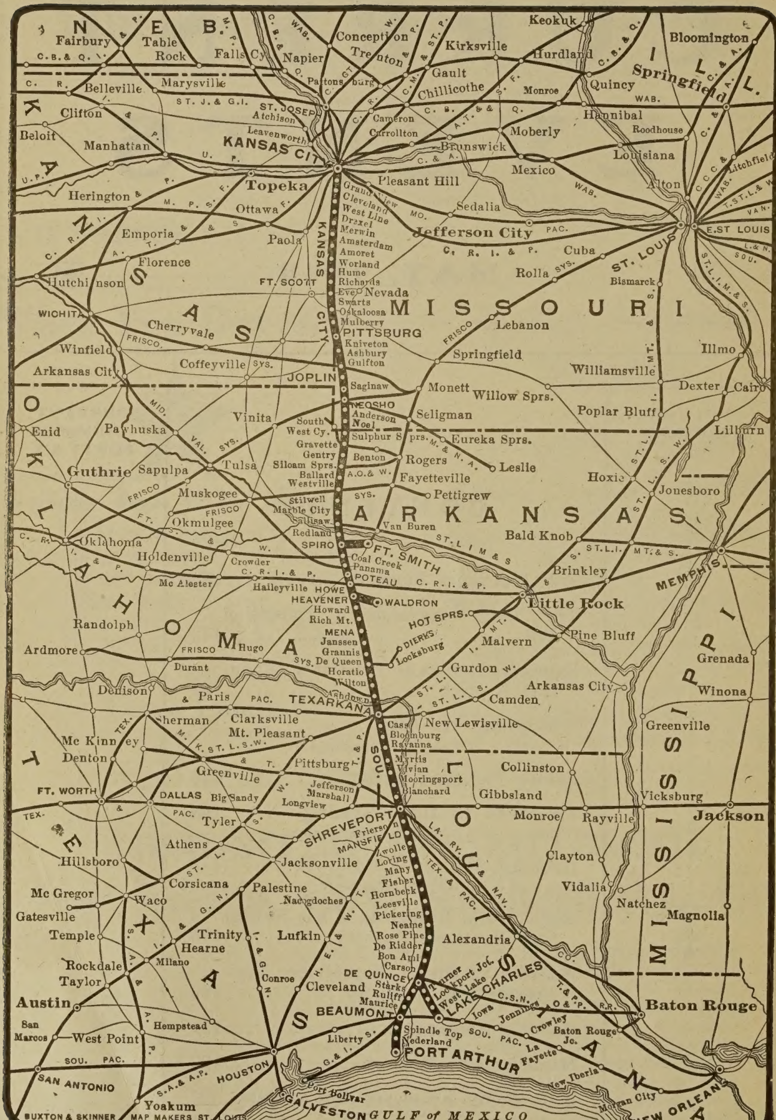


MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

The Woodland Farmer

The oldest generation of farmers will no doubt remember the days when it was considered the height of foll y to locate a farm anywhere except in the timber. The early settlers brought the notion with them and it was religiously adhered to up to the close of the Civil war. The usual argument was that land which could not sustain a timber growth was, as a matter of course, barren and suitable at best only for pasturage. The thicker the undergrowth and the more difficult the land was to clear for purposes of tillage the more valuable was it deemed to be. The prairies of Illinois and Iowa were settled long after the timber lands in the same states had been cleared and it was with more or less misgiving that the prairie lands were ultimately brought under cultivation. The same ideas might have prevailed until the present day had it not been for the vigorous work of the old land grant roads, whose holdings lay almost entirely in the prairie states. They overcame the prejudice against prairie lands by establishing hundreds of experimental farms and carried on so vigorous an immigration campaign that they settled more land in twenty years than had been settled in a century and a half before. The prairie lands of Kansas, Nebraska, Iowa, the Dakotas and Texas received the several hundred thousand immigrant families and the more convenient timber lands of the southern states were for a time entirely forgotten. Printers' ink and thousands of active immigration agents kept the prairie lands uppermost in the minds of the intending settler, and the immigration work done in those days built up a splendid array of prosperous states, magnificent cities teeming with population. The work done in the seventies abides to this day and the western prairie states are still the Mecca of a host of homeseekers.

As a matter of fact, the settler on the western prairie lands had no advantage whatever over the dweller in the timber. While he saved the expense of clearing in many instances, he paid heavily for his building material, his fencing and fuel. His range of production was limited in the main to corn, wheat, flax and live stock, except in central Texas, where he could also produce cotton. Every neighbor was a competitor in the market and the great distance which had to be traversed to reach a market subjected him to a heavy transportation charge. The mileage for a number of years was against him, though the railways carried much of his product at a loss. This in time was remedied in the growth of the western cities and the development of other local resources which brought in a large consuming population. The prairie country having a less rainfall than that covered with timber, was occasionally visited by drouth, and on the whole the prairie farmer was dealing with conditions which did not worry the man in the timber. Of course there were certain real or fancied advantages. He could see the sun rise half an hour earlier than could the man in the timber, and this was worth a dollar an acre; he could see the smoke of a prairie fire fifty miles and could watch it rain in the next county when he needed some on his own corn. Having no natural protection from the blizzard for either himself or his cattle, he could wear extra heavy clothes, feed his stove with coal worth $7 per ton and stuff his cattle with extra rations of corn to keep them from freezing to death. His barn cost him more than his dwelling. Still he was happy; he lived in a bracing climate and his farm was getting more valuable every day, and he could sell at a good figure any day. Immigration was coming his way and if he made no profit on his crops he could make it on the land, and this was just as good, so long as there was a profit.

The stock argument of the old time immigration agent was the healthfulness of the prairie country and no medical college graduate could equal him when it came to the quoting of health statistics. "No malaria," "no fever," "no calomel," "no quinine" was the universal legend on the flaring posters and the tons of gorgeous printed matter with which the eastern states were blanketed, just bristled with health statistics. It is a solemn fact though, nevertheless, that the settler on the western prairies swallowed just as much calomel and quinine as did his brother on the river bottoms or the lowlands.

The health conditions of the time were largely due to the hardships incident to pioneer life. The settlements were too new to provide at once the hygienic safeguards now in common use. The country was in a primitive condition, full of decaying vegetation; the natural drainage channels choked with fallen and rotting timber. Stagnant pools were everywhere and whenever there was stagnant water, mosquitoes, the carriers of malaria, fever and ague,

etc., were abundant. The pioneers of one and two generations ago cleared the water channels and in their days calomel and quinine were undisguised blessings. The modern conveniences of the home and the farm, the pioneering work of the old time settlers and a better knowledge on part of the people of what is needful for the preservation of health, have practically eliminated malaria. The older farms of the river bottoms of Indiana, Illinois, eastern Arkansas, Missouri and other states of the Mississippi valley are practically free from climatic disorders.

In the long neglected Southern woodlands the farmer plodded along his even way, raising his corn, cotton and hogs. The scant immigration did not materially increase land values and lands could and can yet be obtained at very moderate prices. The growing season was a long one and little effort was necessary to make a living. If there was timber on his land he had an abundance of building material, all the fencing he could possibly use, fuel enough to last the next generation, good spring water, water for his household and stock, open pasturage ten months in the year and a short, mild winter which could not possibly damage his livestock. One or two months' feeding was all that was required to keep his stock in excellent condition. He possessed a range of production entirely beyond his ken. Corn, cotton, sugar cane, sweet and Irish potatoes, some fruits and vegetables were the staple crops. The hogs hustled for their living in the midst of the forests, and when pork was wanted the farmer went a gunning. His cattle took care of themselves, excepting the family milch cow, who was usually bribed with an extra feed to induce her to come home and be milked.

The extension of the railways through the Southern woodlands instilled new life and new ambitions. The ability to reach old established markets quickly and cheaply made possible the development of agricultural resources undreamed of before. The staple crop, cotton, still goes to market in the old channels, but other crops of greater acre value are now produced and find ready sale. Thousands of carloads of peaches, potatoes, tomatoes, cabbages, melons, cantaloupes and berries go north from regions now that were formerly entirely devoted to the production of cotton. The breeds of live stock have been vastly improved and hold their own in any market. Corn and forage production has enormously increased and clover, alfalfa, cow peas, sorghum, rye, oats, rape, peanut straw are very extensively grown and live stock fare sumptuously. Natural hay land is abundant, but there is practically no limit to which the profitable production of forage cannot be carried. Winter pasturage is easily maintained by sowing rye, wheat or oats. Two or three crops are grown successfully on the same land the same season and a small acreage goes much further in producing the wherewithal to live than in any more northerly latitude.

One of the hardest lessons for a prospective settler from the western prairie states to learn is that 160 acres of land are not necessary for success and sometimes can be a drawback. The western prairie farmer, for climatic reasons, is compelled to grow crops which in a large measure are bulky and cheap. The Texas, Louisiana or Arkansas farmer raises just enough of these to supply his own needs and those of his stock. In addition to these he can grow a variety of other crops, among them Irish potatoes, that will net him $75 to $100 per acre, cotton yielding from $30 to $65 per acre, melons yielding from $75 to $100, strawberries yielding from $65 to $250 and tomatoes yielding from $75 to $150 per acre, sugar cane made into syrup yielding from $100 to $200 per acre. If he plants a peach orchard his crop will be worth from $100 to $200 per acre. He can carry about twice as many head of live stock on an acre than can a northern farmer. Acre for acre, he can clear more cash money than can any northern farmer who must contend with a short growing season, and he can do this on land at the present time which, unimproved, will not cost him more than $15 to $30 per acre.

Of the southern states having large areas of country still thinly settled, western Arkansas, eastern Texas, western Louisiana at the present time present the greatest attractions in the way of fertile lands at very low prices. It is at present the only section of the United States where a man, relying on his ability to work and a little money in cash, can gain a foothold and work out his salvation. There are more ways to earn a living by agriculture open to him here and less working capital is needed to get a start than anywhere else.

The Lever Agriculture Extension Bill.

There is now before the United States Senate a bill which has passed the House of Representatives, and if passed by the Senate will be far reaching in its results. This bill provides for the establishment and maintenance of an extension department in all the colleges of agriculture. Section 2 outlines the duties, viz.: to give instruction and demonstrations in agriculture and home economics to persons not attending the agricultural college, by field demonstrations or otherwise, in the various communities. It does not interfere with the demonstrations now being carried on by the Department of Agriculture. Section 3 provides for the free use of the mails. Section 4 provides for a fixed appropriation from the federal treasury of $10,000 per year unconditionally to every state. It further provides conditional appropriations, beginning with $300,000 a year July 1, 1913, to be prorated among the states on the basis of rural population. This appropriation increases every year by the sum of $300,000 until a maximum of $3,000,000 is reached in 1923. No state will receive its pro rata of this sum until it appropriates an equal amount for the same purpose. The money goes to and is expended by the state college of agriculture in each state. At least 75 per cent of the money must be used for actual field demonstrations, 5 per cent may be used for printing and publications and the remaining 20 per cent may be used for either household economics or for further field demonstrations. The remaining sections provide for the proper handling of the funds, etc.

This bill is regarded by the most eminent authorities as one of the most valuable pieces of constructive legislation that has been before Congress since the Civil war. It provides for carrying to the farmers of every community in the personality of a trained farm demonstrator the latest and best methods of farming. It ought in a few years to double the production from the farms, making farming more profitable, reduce the cost of living and give us a larger surplus for exports.

There is no occupation in the world which calls for more ability and judgment, brains, training, industry and adaptability than farming. It is a man's job. To plow, sow and reap without understanding is no more real farming than cutting a man's leg off with an axe is real surgery. Agriculture is the basis of the nation's wealth. The soil is our greatest asset and conserving and building this up helps the whole nation.

In ten years, between 1900 and 1910, our population increased fifteen millions—about 21 per cent; our farm area increased a little over 4 per cent; our meat producing animals actually dropped off over twenty millions in numbers.

In 1900 for every one hundred people we had 90.3 cattle. Ten years later we had only 68. For hogs the figures were respectively 84, going down to 61; for sheep, per hundred population, the drop was from 82 to 51. Cheap meat cannot be made on high priced land and sixty cent corn, but scientific farming, improved cultivation, the silo, alfalfa and cowpeas can reduce the cost of forage production and enable the farmer to carry three times as much stock on his farm as he thinks he can. This would build up the fertility of his fields and reduce the cost of producing meat one-half. The increased production of fertilizer on the farm would tend to increase the crop yield and reduce the cost thereof.

We now consume 98 per cent of our corn and 91 per cent of our wheat. We have an unprecedented high cost of living. We must produce more per acre and we must get it to the consumer at less cost.

There are approximately ten acres of farm land per capita for the present population. Only one-half of this is under plow, the other half is woodland, waste land, broken land, pasture, etc. It now takes practically all we raise to feed the people. We are beginning to import food stuffs. In fifty years our population will be doubled. What shall we do about it?

Prior to 1871 Germany was not deemed habitable by a large part of its population. The German immigration to the United States alone exceeded 200,000 persons annually, occasionally reaching more than a quarter million. In Denmark, Norway and Sweden conditions were similar. The emigration of these North European peoples gave us some of our most desirable citizens and was a distinct loss to the countries mentioned. Legal enactments, to stem the emigration, were ineffective, and finally it dawned upon the powers that be that a country must be made good to live in, and that the material welfare of the citizens must be considered if the migrating population is to be retained. The production of cheap food stuffs was the first consideration, for without these there could be no great industrial development, no competition in the world's markets for manufactured goods. High food values go hand in

hand with high values for raw materials of agricultural origin and high values on labor. Farming in Germany was made profitable by improving the methods and decreasing the cost of the food products and raw materials for manufacture. The cost of living and the wage of labor were brought to a reasonably harmonious standard, creating the possibility of opening up new industries which could successfully compete in the markets of the world. Employment was found for millions, and the desire to emigrate practically disappeared. Since 1870 the population has increased from 30,000,000 to over 60,000,000. It was officially reported three years ago that the emigration from Germany to all parts of the world was less than 29,000. In Denmark, Norway and Sweeden similar results were obtained.

A generation or two ago Denmark was in poverty and distress. The government wisely determined to revive agriculture and apply scientific methods. It tried various means to that end, with but little success. It finally sent out the trained farm demonstrator. This did the business and brought Denmark from poverty to thrift. It doubled the land value, it quadrupled the savings bank deposits, it made Denmark a happy, prosperous nation. It sent the people from the cities back to the farm and Denmark today is the finest agricultural country in the world.

In the United States astonishing results have been obtained by individuals. Over 900 bushels of potatoes have been grown per acre in the St. Louis Valley of Colorado, 113 bushels of wheat per acre were grown near Helena, Montana, 228 bushels of corn per acre in Mississippi, three bales of cotton in Louisiana. But these are isolated cases and the average production is distressingly low.

The gross output of our farms is about nine billions of dollars per year. It is fifteen times greater than the iron and steel industries, it employs nearly one-third of our people. It costs approximately eighty dollars per year per capita to feed the people. Every agricultural authority in the land agrees that in ten years, when the farm demonstrator is in every county and scientific methods are in vogue, we will largely increase, if we do not, in fact, double our yield per acre. To maintain these scientific demonstrators in the field will cost about 8 cents per person per year. If the increased crop value is only twenty per cent the gain on one year's crop would pay the cost of keeping up this work for two hundred and fifty years.

The United States government and the states have expended over two hundred millions of dollars in developing scientific knowledge relating to agriculture. This knowledge is practically in cold storage. Why not get it out and put it to work in the farm? Mr. James J. Hill says: "We know enough now of agriculture, if it were applied, to double our farm yield and to triple the farmer's income."

The theory and practice of scientific agriculture are now well understood, but the knowledge is in possession of the few, whereas it should be in the possession of every man who tills the soil. The several thousand graduates from the agricultural colleges each year are too few to thoroughly disseminate this knowledge. If the farmer cannot go to the college there is no good reason why the college cannot go to the farmer, and this the Lever Bill proposes to make possible and practical.

The best authorities on agricultural matters in the country were consulted at the hearing upon this bill by the U. S. House Committee. Dr. H. L. Russell, dean of the College of Agriculture of Wisconsin, among other things, said: "The work carried on by the experiment stations as they are now organized **does not reach the farmer on the ground.** The results that are needed most are to get this work in touch with the farmer himself. In the federal experiment station you have the dynamo creating energy, producing results that must be utilized to get them into practice. The man on the soil is the motor that does the work. You know the dynamo is of very little use in the world unless it is connected up with the motor, and the wire that makes the connection is the thing which converts electrical energy into motor power, that results in doing something. The proposed extension movement is that live wire—it is the thing that connects the work of the agricultural college and experiment stations with the man on the ground and takes to him this information."

Dr. Andrew M. Soule, president of the State College of Agriculture of Georgia, said: "Now, we may write bulletins, Mr. Chairman, and we may say these things indefinitely. There is a percentage of American farmers who read these bulletins we send out, but it is a limited percentage. We are not trying to help that man. I would not have the transcript show that I was indifferent to that man, for we want to serve him. We must help him because he is a leader, but we must also reach the ninety and nine who are not in position to help themselves and whose opportunities may not have been such as to enable them to take the bulletin and use it. To such a one our man comes along and diagnoses his soil

and tells him a method of preparation; he tells him what type of seed to select which will be resistant to this disease or that disease, and he grows that cotton and raises a bale per acre because he had the stimulus and scientific proof brought to his very door. Can you afford, and can we afford, to neglect these millions of men who are not doing for this nation, for themselves and for their families what they ought to do, because we have accumulated knowledge that is locked up and not delivered to them?"

Dr. W. D. Gibbs, president of the New Hampshire State College of Agriculture: "Let me give an illustration of what is meant by agricultural extension and of the benefit that it brings to farmers. A young man came to our institution a few years ago from a New Hampshire farm. Harold Hardy, from Hollis, N. H. He studied agriculture and went home to his father's farm and rejuvenated an old orchard of six hundred trees. This orchard was full of San Jose scale; it was an unproductive orchard, producing mediocre fruit in small quantities. This young man pruned and sprayed the orchard and cared for it in other ways and it is today one of the best apple orchards in New England. Instead of producing eight hundred barrels of fruit a year, it is producing fifteen hundred barrels, which sell for about four thousand dollars a year. The result of that demonstration is that the town of Hollis has become an apple producing center; its orchards have been developed; apple buyers from all parts of New England come to buy apples. You cannot buy an acre of apple land in Hollis today at a reasonable price—all because of the work that this young man did and because of his demonstration that it could be done. Now, these farmers might have read agricultural experiment station bulletins a hundred years on how to develop an orchard and they never could have done it. They believed their eyes and changed their methods."

Mr. Howard H. Gross, president of the National Soil Fertility League, among other things said: "There is no place on earth that requires so little money that will do so much good to so many people. The farm demonstration was the agency that revolutionized agricultural methods in Denmark and brought that country within a generation from poverty to thrift and made it the best agricultural country in the world. The same thing was true of Belgium and other European countries. The yield of Western Europe is from two and a half to three times larger than the yield with us, notwithstanding their land has been under cultivation a thousand years longer than our own."

The consensus of opinion of all present at the hearing and of thirty-four presidents of agricultural colleges and others interested in the country's welfare, was, "that if the agricultural methods of this country are to be improved, it will be by showing the farmer how to do the work with his own lands." The college must come to the farmer, the proper cultivation of the land must be in practice on the land.

HOUSEHOLD COMFORTS OF THE 18TH CENTURY.

How the people of the 18th century got along on the conveniences of the day will remain an unsolved mystery to the present generation.

Half the people dwelt in log huts, many using oil paper for window glass and others depending on open doors or shutters to obtain light. Only few had iron stoves. Kerosene and gas were unknown. Tallow dips, whale oil lamps and torches furnished the illumination. Matches were used by very few people. Flint and steel were the only means of starting a fire. Table linen and wearing apparel were spun at home by the housewives, and cooking was done in the open fireplace; the brick oven was used for baking. Coal was unknown. Pewter spoons and steel knives and forks were highly prized heirlooms and hand-made wooden platters, bowls and trenchers were standard table ware. Carpets were rare luxuries in 1800. There were no cast iron plows. Grain was cut with the sickle and scythe and threshed with the flail. Seeds were scattered by hand and cultivated with the hoe. Grain was generally ground in a mortar and the mower, reaper or self-binder were unheard of. A trip from New York to Philadelphia required a two days' journey by stage. There was not a mile of railroad in the country, nor such a thing as a steamboat; street cars were unknown and so were the telegraph and the telephone. Letter postage cost a shilling for one hundred miles carriage. There were about 150 newspapers in the whole United States and news was generally about ninety days old before it was printed. These were the good old times we sometimes hear about.

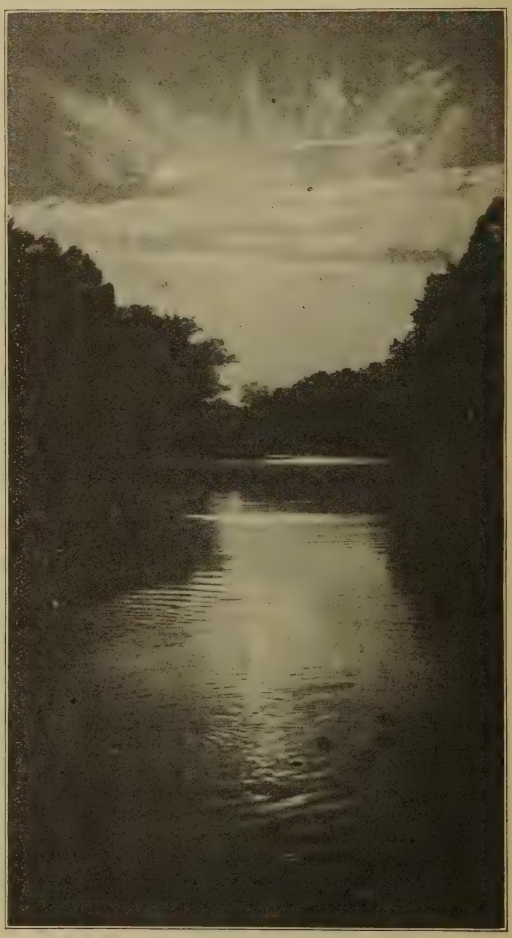
Summer Outings in the Ozark Mountain Region

The season of brazen skies and sultry nights, flies and mosquitoes is not far off; neither is that feeling of restiveness which afflicts the denizens of the city about this time of the year. It is the annual awakening of the migratory instinct, the heritage of man from countless generations of ancestors, who lived in the open. The great city is the product of several thousand years of civilization, but through the roar of traffic, the voices of the ancestors are heard in the purling music of the brooks and the rustling of the leaves in the forest and their posterity understands the call. What a blessing it is, to be able for a time, even for a day, to cast aside the cares of business, the drudgery of household work, the glaring refraction of the sun from the dusty streets of the cities and go where the breeze rustles through the leaves, where it is cool under the trees and where one can rest.

Convenient to the cities in half a dozen states and particularly to Kansas City, St. Louis, Memphis, New Orleans, etc., is the great Ozark Plateau, or Mountain Region, a vast triangle of elevated land extending from the Mississippi and Missouri rivers, southwesterly to Red river, in the southeast corner of Oklahoma. The Arkansas river divides it into two parts, the greater part being north of this river. The Kansas City Southern Railway skirts the western edge of this plateau, while the St. Louis, Iron Mountain & Southern Railway traverses its eastern escarpment.

The altitudes vary from 1,000 feet to 2,500 feet, the greater altitudes being in southwestern Arkansas. The whole area is a vast table land, which, in the course of ages has, by the erosion of hundreds of rivers and water courses, been cut into mountains and valleys, hills and gentle slopes and high, comparatively level areas. The greater part of the plateau is of sedimentary origin and underlaid with strata of limestone, but in the southwest corner of Arkansas, notably in Polk, Sevier, Howard and Pike counties are indications of intense volcanic activity, and in this section are mineral deposits which in time will be mined.

The country in general is hilly, and in places even mountainous, but the elevations are not so great as to exclude from view comparatively large scopes of country. Unlike the Rocky Mountain country, the landscape is not hemmed in by continuous ranges of high verdureless mountains, but rather presents a panorama of exquisite scenery as the journey proceeds. Very few people, even



BEFORE SUNRISE AT NOEL, MO.

ELK RIVER, ELK SPRINGS, MO.

those resident in the towns of the Ozark Region, have any conception of the natural beauty of the landscape, the numerous varied and highly interesting features likely to be encountered while leisurely driving or riding along the roads leading from and connecting the various towns. In the Ozark landscape there is always something beyond the immediate range of vision that is more beautiful than the piece of road already traversed. During the summer months there is always visible in the distance the deep green of a timbered hill crest, suggesting many scenic possibilities beyond.

Nature was lavish in the Ozarks, creating a vast table land broken by erosion into

INDIAN CREEK, ANDERSON, MO.

BOATING ON THE LAKE, SULPHUR SPRINGS, MO.

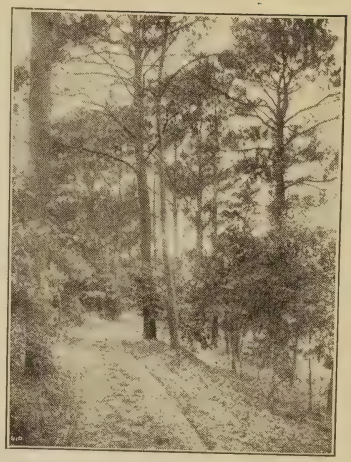
hundreds of ridges, covered with forest and traversed by a thousand rivulets, brooks and rivers formed by countless springs issuing from the hillsides. From April to October the landscape is bedecked with flowers. The damp and shady places are full of violets, spring beauties and ferns, and the hillsides and valleys are resplendent with the dogwood, haw, wild plum and crab blossoms and hundreds of orchards and berry patches contribute their share to the beauty of the landscape. In midsummer every shady nook is full of ferns and on the spring branches and clear pools are mosses, water cresses and lillies. The forest patches are now at their best and in the orchards a bounteous harvest is in sight. It is the season when Bob White, Cock Robin and the impudent Bluejay are getting the best there is in life; when the big bull frog in the pool and the little fel-

ALONG MOUNTAIN FORK RIVER, NEAR MENA, ARK.

lows of his ilk are vociferous and the hungry bass mistakes a wad of feathers for a new kind of a bug or a revolving spoon for a live minnow. The woods are full of music and even the most sordid soul can be awakened by the cackling of the hen or the crowing of the barnyard cock.

In September and October, while the golden rod and the sunflowers are struggling for possession of the roadside and the cornfields are maturing, the hillsides and valleys are aflame with color as the forest foliage turns carmine and yellow and the maples and oaks stand forth in their glory and everywhere in evidence are the hundreds of orchards with the trees loaded down with big red apples.

A day in the Ozarks in May or June, along some clear, swiftly running mountain stream, rushing over the clean gravel, is delightful. At the beginning of day, nature illuminates her work with a brilliant mountain sunrise announced by the twittering of the birds in the branches. As the hours pass, the lights and shadows play among the trees and on the rippling waters, bringing out in detail the delicate tracery of the curtains of vines and creepers, running from tree to tree, and later in the day when the birds have ceased to sing, there is the sunset, with its play of colors in carmine, violet, purple, mauve, gold and silver, and later still, on the banks of the river, the song of the frogs, the deep black shadows of the overhanging trees, the streak of burnished silver, the reflex of a golden cloud —beyond, the splash of a bass in pursuit of a careless moth—then inky blackness, and over the distant hills the halo of a rising moon.



A BIT OF FOREST, MENA, ARK.

Along the western border of the Ozark Region are many places, convenient to the business towns and cities, which are most attractive locations for summer vacations and outings. The hotels of the Ozark

ONE OF THE SPRINGS AT ELK SPRINGS, MO.

INDIAN CREEK AT LANAGAN, MO.

Region, while generally small, are, as a rule, good and their prices are moderate. Private accommodations can be had in most of the towns. The inhabitants of the Ozark towns are a quiet, respectable class of people, engaged more or less earnestly in fruit growing, poultry raising, the raising of fine live stock and such mercantile and industrial activities as are common to the smaller towns. Nearly all the towns are situated from 1,000 to 1,600 feet above sea level, where there is pure country air, a moderately cool summer climate, an abundance of fresh eggs, good rich milk and butter, fine fruits and berries, the softest, purest freestone water and the enjoyment of an outdoor life at a very moderate cost. It is an ideal section of country to which one can take his wife and babies and give them an opportunity to enjoy life, to rest and recuperate. There are nearly a dozen places on the line of the Kansas City Southern Railway where this can be done and in general, it will not cost much more to stop for a month than it does to stay at home.

The towns best equipped to entertain summer visitors are Neosho, in Newton County, Mo., Anderson, Elk Springs and Noel in McDonald County, Mo.; Sulphur Springs, Gentry, Siloam Springs, Rogers, Monte Ne in Benton County, Ark., Eureka Springs in Carroll County, Ark., Mena, Bog Springs in Polk County, and Baker Springs in Howard County, Ark. The passenger department of the Kansas City Southern Railway has in press a handsome, well illustrated folder, containing accurate descriptions of each town and its hotel and private accommodations, copies of which may be obtained by addressing Mr. S. G. Warner, Gen. Passenger Agent, Kansas City, Mo.

Concerning The Hen.

By Wm. A. Lippincott, in Kansas City Star.

Although the portrait of possibly only one hen has been painted and hung in the state house, and her name has become known on three continents, as a whole the hen is rather behind the eagle in the matter of publicity. But when she cackles, she's laid an egg. Or. to put it in terms of advertising, when she's laid an egg, she cackles. And this egg she lays is about the only animal product used for food that comes to the consumer in its own sanitary sealed package. It's the original "inner seal."

In 1840 the poultry products of this country were valued at 12 million dollars. In 1860 they had grown to 25 million. The poultry products sold last year in the United States brought more than 750 million dollars. Think what it might have been if she had had the influential friends of the eagle and hadn't had to do her own advertising. Even at the present rate of progress it is quite reasonable to suppose that the next census will welcome the billion dollar hen. On the present basis, the output of both gold and silver would have to be increased nearly two and a half times in order to stamp eagles fast enough to pay for the products traceable directly to the hen.

The Merry Widowed Hen.

It may seem that in passing the rooster should be mentioned. Why shouldn't he come in for his fair meed of praise, or something to that effect? Socially the rooster is a winner, commercially he stands about where a good many men do socially. He is recognized only because he is his wife's husband. And he is a troublesome one at that.

The rooster is a non-producer so far as direct profits are concerned. If sold at an early age he makes a tender morsel and may barely balance his feed bill. A year later when he is turned over to the butcher with his good wife, who has in the meantime turned a neat profit on the eggs she has laid, he brings only half as much a pound as she does.

But that isn't all. Contrary to the general notion, egg production is not at all dependent upon the male bird. A widowed hen forgets her grief, crowds her mourning into half a day and lays merrily on. The egg won't hatch, to be sure. But they will keep longer in hot weather and stand storage or shipment much better than the fertile or hatchable egg.

Only, but only one, of the great secrets of putting a fresh egg on the tables of the city consumer in hot weather is keeping the male bird from the laying flock.

The Itinerary of an Egg.

This egg that the hen lays is a mighty interesting little article when you really get acquainted with it. It turns up in unexpected forms and unsuspected places. When Jackie of our navy sighs for "hen fruit" and is a long way from shore, he takes down a can of yellow powder, mixes it with water and sits down to a very fair omelet. An egg substitute? Not at all. The whole edible egg is there. Only the shell and the water are left "behind." Thirty dozen eggs make a case and will weigh forty-five pounds if they are up to the standard. After having the shells removed and the water driven off by heating, a case will yield nine and one-half pounds of egg powder. A single company last year sold the government ninety tons of this powder. The lonely sheep herder on the Western range can use it, too. The only difference is that he calls it a "cackle berry" and prefers it in chips or flakes rather than powder.

Every egg the hen lays is salable, good, bad and indifferent. That is to say, they are when she lays them. In some states a dealer may be prosecuted for selling sour eggs for human food. So he sells them for something else. Who buys them? The kid glove maker. He beats his kids in a yolk bath. And it is said that the riper the great foaming yellow bath is, the better he likes it. The indifferent egg, neither good nor bad, is broken and split. The yolk goes to the low grade bakers and the white to the paper manufacturers for sizing. Eggs that reach the market fresh and wholesome, but cracked, may be turned over to the confectioner for immediate consumption. The good eggs may be sold in the shell or they may be split and frozen. Some lines of trade want only whites and some only yolks, and want them in bulk. Where they are frozen they may be kept without acquiring the cold storage flavor, but spoil quickly upon thawing. The shells are among the purest forms of calcium carbonate known to the pharmaceutical trade. After being ground they are often given to babies and growing children to produce bone.

The physiological activity of the hen during egg production is remarkable. Take a hen at Cornell University, for instance. Not because she is different from a good many other hens, except that her record

has been kept. In her first laying year she produced 257 eggs. She weighed three and one-half pounds and the eggs she laid weighed twenty-nine and one-half pounds. To manufacture this twenty-nine and one-half pounds of finished product she consumed 110 pounds of raw material, feed.

And financially she is interesting as well. She is a small individual and the profit she turned doesn't run very high into dollars, but would look very presentable expressed in percentages. Her eggs were disposed of for table purposes on the local market. They brought $7.43. Her feed for the year cost $1.66, which leaves a balance of $5.77. Interest in the investment and depreciation would be covered by the 77 cents, leaving a balance of $5 for the trouble of feeding her. A hundred such hens would make a nice little side line for almost any business. A thousand might compare favorably with the business itself.

Hens that produce above two hundred eggs a year, however, are yet comparatively rare. The problem of producing them at will is one that the agricultural experiment stations of the various states are still trying to solve. It is a mighty delicate problem. More delicate perhaps than any other problem of increased production of an animal food product. The dairyman's problem of increased milk production is one to be approached with care. Milk and cream are by-products of reproduction. The egg is a link in the chain of reproduction itself. In breeding and feeding for increased egg production one often pushes the highly sensitive reproductive mechanism to its limit or beyond.

This lays bare, however, the biggest secret in the successful management of the hen. Big egg production means big reproduction. Any plant, animal or bird will reproduce itself most freely when the conditions surrounding it are the most favorable for the life of the species. It's a law of nature and the hen cannot help herself. You may not be able to control the weather conditions of a corn field, but you can make a hen happy. And there is a lot more truth than poetry in saying that the happy hen is the laying hen. It is just common hen sense. The happy time and the laying time is the spring time. The skillful poultryman, therefore, bends his whole system of management toward duplicating spring conditions the year round. It is the man with the sunny fresh air house, when the hen cannot roam the fields, the sprouted grain for greenness when there is no tender pasture, the dry dust to wallow when the ground is muddy or frozen that get the high priced winter egg. He welcomes bad weather because it means poor production over the country as a whole. General poor production and high prices are always contemporaries.

As a general proposition the country over the bulk of the poultry business is and will remain for a good many years, a side line on the general farm. Iowa, Kansas and Missouri, for instance, are three of the greatest states for hens in the Union, according to government figures. Yet farms in these states that have as their principal source of income the sale of poultry products are few and hard to find. In these great agricultural states there are enough hens hanging around the corn crib to total up the masses of millions with which they are credited. If the price of eggs is bad the farmer lives just the same. While this fact remains true, hen farming, in the sense of simply enlarging the present chicken activities on the farm to the exclusion of other lines and selling the products through the regular channels of trade, will remain as it is, a precarious proposition. It is largely a gamble on the weather. A stormy winter in your section will keep your production down. An open winter in mine will keep my production up enough to keep your prices down. Either way is likely to get you. Poor production plus poor prices spoil a man's luck and sour his disposition.

The specialized hen farm means specialized hens and methods. You seldom secure one without the other. "Poor folks have poor ways" and poor stock generally gets poor care. These together mean specialized products for a specialized market. Specialized markets mean customers who have been educated to demand and pay for the extra fancy product. They are generally found in the wealthy sections of the city. They may be reached by direct dealing or through the high class markets, clubs and cafes.

Eggs in Colors.

In specializing the product, fads often enter. In New York, for instance, it is possible to obtain a premium of ten cents a dozen for white eggs as compared to brown eggs of the same quality. That's where the specialized hen comes in. It isn't every hen that lays a large, white egg. Most of them come from the Leghorns or Minorcas. Boston, on the other hand, possibly just because she wants to be as different from New York as possible, will pay an equal premium for brown eggs of the highest quality. These are laid by the American breeds largely and include

the Plymouth Rocks, Rhode Island Reds and Wyandottes, though the English Orpingtons are coming to be looked on with favor in this connection. For extra dark brown eggs the Brahma can be counted on.

In most cities, however, fancy eggs are those that are of good size, naturally clean and really fresh. That sounds easy enough, but one needs only to spend a few minutes at a dealer's where current receipts are handled to realize that good size, natural cleanliness and freshness are very special qualities. Some states have fixed a legal weight for eggs at two ounces each or a pound and a half to the dozen. More should do so and then enforce it.

A dirty egg can be washed, of course, but a washed egg will spoil much quicker than one that is unwashed.

When the egg is first laid it has a mucilaginous coating that seals it as it dries. Washing dissolves this coating and unseals the package, leaving the pores of the shell wide open for the entrance of putrefactive bacteria and disease germs. The way to get a first-class clean egg on the table of the city consumer is to make it clean through clean methods of production. These are not generally found on the ordinary farm. It is something that takes special pains and brings special pay.

Putting a fresh egg in a customer's kitchen after it is produced is a question of speed and controlled temperature. If the egg is fertile it will begin to incubate at any temperature above 70 degrees Fahrenheit. Such an egg is, of course, not first-class. At the same time, whether fertile or infertile, the contents of the egg begins to shrink the moment it is laid. The cooler it is kept the less it shrinks, to be sure, but it keeps on shrinking even if it is kept cool. If you will make a tube of heavy paper about eighteen inches long, having a circumference the same as an egg, put a new laid egg in one end, your eye at the other, and stand in the sun you will discover that the contents of the egg fill the shell. Then try another egg that is only a couple of days old and you will find a well developed "air cell" at the large end of the egg. The older the egg the larger the cell. Try this on the next dozen eggs you buy, Mr. City Man, if you aren't getting them direct from the country, and try to figure how many days since they left the nest. The city dweller who has never tasted a prime, fresh egg is in the majority.

For the man of conservative temperament with some capital to invest, who is willing to take pains with both his head and his hands, start small and grow slowly, some parts of the country offer an opportunity for poultry farming that is mighty attractive.

I said in the beginning that socially the rooster shines. You have only to attend the next poultry show in your town to prove this statement. It's the prize cockerel that the public showers attention upon, and who climbs into the society columns of the local press. A fancy flock of showroom prize winners, however, has little to do with chicken farming. The rooster that sold at the recent Chicago show for $500 bears about the same relation to the production of chicken meat that a two-minute pacer does to plowing.

Horse racing and chicken fancying are great sports, but they belong among the luxuries. There's money to be made at both if you have the winners. This is particularly true in the latter case, if you are good at advertising and sell your winners. That's how a hen climbed into the picture gallery of a state capitol. In both cases, however, the few have winners and the many do not.

Five hundred dollars for a rooster! And to think that just because there was a lull in interest Burnham wrote a book called "The History of the Hen Fever," clear back in 1855, and thought that he was describing a closed incident.

Sabine Parish, Louisiana

The location of Sabine Parish is on the west border of Louisiana, about midway between Arkansas and the Gulf coast. It borders on Sabine River, and is due east of Shelby and Sabine Counties, Texas. It is south of De Soto, north of Vernon and west of Natchitoches Parishes. It is one of the "hill parishes" of Louisiana, and in altitude is from 300 to 400 feet above sea level, being in the highest part of the state. It is well watered and drained by numerous small streams, but has no swamps, marshes or stagnant waters. The largest streams are the Bayous Patricia, St. Michael, Lennan, Negreet and Toro, all of which are fed by numerous springs of free stone water. Excellent soft water is obtained from wells 30 to 40 feet deep. In some parts of the parish mineral springs have been found. The annual rainfall is from 45 to 50 inches, and well distributed throughout the year.

The population of Sabine Parish in 1910 was 19,874, but has increased considerably since that time. The Kansas City Southern Railway traverses the parish from north to south and the Texas & Pacific Railway passes through the northeast corner. Along the Kansas City Southern Railway are the prosperous towns of Many (county seat), Converse, Noble, Zwolle, Fisher, Florien, and in the parish are from eighteen to twenty towns and villages not yet provided with railway facilities. Many, the county seat, has about 1,000 inhabitants, and is the oldest town in the parish.

Zwolle is the largest town, and is an important commercial center. It is incorporated and has about 2,500 inhabitants. It is 622 miles south of Kansas City, Mo., 52 miles south of Shreveport, La., and 126 miles north of Port Arthur, Tex. It is in a region of mixed timber in which the short leaf pine is abundant, and has the yellow pine sawmill and planer of the Sabine Lumber Company, which has a daily output of 100,000 feet and employs 450 men, and a large hardwood mill which employs 100 men and turns out 50,000 feet of hardwood lumber daily. The town has a water works system, an ice plant costing $25,000, electric lights, a bank, cotton gin, lumber tram, about twenty-five mercantile establishments with stocks valued at about $150,000, two hotels, three churches, a commodious public school, a hall for public meetings, telephone service, lodge buildings and a newspaper. The improvements made annually run from $50,000 to $75,000. The monthly shipments of lumber exceed 250 carloads, and the cotton crop varies from 1,500 to 2,500 bales per annum. There are also large shipments of cattle, hogs, wool and hides. Extra early truck is shipped in carload lots.

The towns of Fisher, Converse, Noble, Florien, Ayers, all on the Kansas City Southern Railway, have large sawmills, but are surrounded by many fertile farms and have all facilities for handling the products of the country. Live stock, wool, poultry, cotton and commercial truck, particularly potatoes, strawberries, cantaloupes, melons, etc., are shipped in large quantity. They have a population of about 500 each.

Nearly all of Sabine Parish was originally heavily timbered. On all of the valley or bottom lands are deciduous trees, including several varieties of oak, ash, hickory, beech, cottonwood, elm, sweet gum, magnolia, sycamore, maple, holly, dogwood, ironwood, water beech and occasionally cypress, pine and walnut. Among these, the oaks are the most numerous. Ash, cottonwood, gum and magnolia trees occasionally reach a diameter of four or five feet. On the uplands long leaf and short leaf pine abound, and this timber is being extensively milled, though recently several hardwood mills have also been put in operation.

The general "lay of the land" might be described as undulating, not level like the plains of Kansas or hilly like part of Missouri or Ohio. The so-called hills are generally long slopes, not abrupt anywhere, and the valleys or creek bottoms are broad and shallow, except at the headwaters, where they are usually narrow and more precipitous. In the valleys or creek bottoms the land is dark sandy loam, sometimes a heavy black loam, both varieties highly fertile. Along Sabine River and in some of the creek valleys the soil is black and more tenacious, but all of it is easy to cultivate. On the uplands the soils vary from marly red clays to sandy soils underlaid with red clay. All the upland soils carry more or less iron, and in the "red lands"—a very fertile soil—it is very abundant and in places sufficiently rich in iron to make smelting ore. This iron is a very valuable soil ingredient, as it has much to do with giving the fruits of this section the rich coloring and exquisite flavor they are famous for.

Corn, cotton and live stock have been the chief reliance of the farmers of this parish from the early days to the present time. Cotton, until quick and easy transportation was provided, was the preferred crop, because it could be stored an indefinite length

of time, and could be hauled almost any distance by wagon without damage. It provided the ready money needed on the farm. All other crops were grown for home consumption and only in sufficient quantity to supply local needs.

Wonderful changes have taken place since the completion of the railway, about fifteen years ago. The location of a number of sawmills and numerous towns created a lively demand for forage and foodstuffs, and the quick transportation provided made distant markets available, and helped build up a lively traffic in extra early fruits and vegetables. More grain is now grown than in former years, and the number of farms has been greatly increased. The removal of the timber by the lumber companies made much good land available, and many hundreds of new settlers have come in and have made their homes here. On nearly all the lands in the parish, including the cut-over lands, there is timber enough for the construction of buildings, barns, fences, etc., and fuel enough to last for a lifetime. Good lumber purchased at the sawmills costs from $10 to $12 per thousand feet. Less working capital is needed here to get a start than almost anywhere else in the United States.

All the timber lands, after the timber has been removed, become within two, three or four years excellent pasture lands. A luxuriant growth of native grasses springs up, and this pasturage is practically good all the year around. Live stock can be raised and marketed without the heavy outlay for feed stuffs incident to more northerly latitudes, yet forage can be produced much more cheaply and in greater quantity per acre, owing to the long growing season. Horses, cattle, sheep, hogs, mules can be raised very cheaply, and as the population is largely industrial can be readily marketed at all times. The ordinary field crops of Sabine Parish are corn, yielding from 30 to 60 bushels per acre; oats, cotton, sugar cane, sorghum, milo maize, Kaffir corn, cowpeas, Irish potatoes, sweet potatoes, peanuts, peaches, grapes, melons and cantaloupes, clover, small fruits, and commercial truck of all descriptions. The raising of forage and live stock of good grade yield the most satisfactory results, and general farming pays handsomely. Those who wish to specialize have all the desirable conditions. Melons, cantaloupes, cabbages, potatoes, tomatoes, etc., etc., produced in carload lots readily yield $75 to $100 per acre and more.

The climate of Sabine Parish as a rule is pleasant, indeed may be said to be delightful all the year around. There are more summer days, but they have not the great heat incident to the climate of the Northern states. Sunstroke is an unknown malady in Louisiana. In the winter there is sometimes ice and snow, but neither of them last more than a day or two. The winters are short and mild, and live stock is kept in the open all winter, in places protected by open sheds. Public health is good throughout the parish. Being located not far from the Gulf of Mexico, a cool breeze blows over the land all summer, and a good night's sleep is to be had every night in the year.

Sabine Parish has mineral resources of great value. The whole parish is underlaid by immense deposits of lignite or brown coal, which in future years will be developed and utilized for fuel. At the present time the wood fuel supply is so great and fuel so cheap that the mining of lignite would not be profitable. Good shales, brick, fire and potter's clays are abundant is all parts of the parish. Sands suitable for making glass, iron deposits and tin ores are reported to exist in the parish.

The most promising mineral resource is oil, indications of which are found in many localities. Several deep borings have been made near Sabine River, in the eastern part, and new borings have been begun in the northeastern part. Near Noble, La., on the K. C. S. Ry., a gas well, capable of supplying a large city with fuel and light, has been developed. The De Soto oil field adjoins Sabine Parish on the north. A mile or two south of the parish line in Sabine Parish, the Pasadena Oil Company brought in a flowing oil well with an initial capacity of 3,000 barrels of oil per day. This well is three miles south of Pelican Station, on the Texas & Pacific Ry., and about five miles northeast of the town of Converse, on the K. C. S. Ry. New wells are now being drilled south of this well in Sabine Parish. In the adjoining parish south, Vernon, oil wells are also being drilled near the city of Leesville. The general belief is that Sabine Parish will yield oil as abundantly as any of the other parishes in which oil has been found.

Prior to 1897 there was not a railroad in the parish. It required a haul of fifty miles to reach a market. There was little inducement for the old-time farmer to produce a surplus. There were thousands of acres of Government land for the homesteader and squatter, and lands had no special value. The coming of the railroads changed all this, but lands are still cheaper than elsewhere and far below their real value in price.

Our population doubles every twenty-five years. Annually there come to our shores a million immigrants from foreign lands. The public domain has practically disappeared. The ninety-odd million people of America are very little acquainted with the conditions which actually confront them, or the mad rush for homes would be tenfold more fierce than it is today. Time will soon be when the average man will be forever barred from owning a home on account of the price.

PAPER SHELL PECAN—LOUISIANA.

Twentieth Century Farming

By FRANK A. QUINETTE.

From the Gulf States Farmer.

Farming today is no longer the vocation of the unprogressive, contented-to-live man. It is a science of recognized standing and is the ambition more and more of men of high intelligence and ability, so that we find men of every walk in life deeply interested, both directly and indirectly, in the farm.

Largely, the apparent shiftlessness of the ordinary farmer has been due not so much to himself, but to the fact that he has had no capital or credit; in other words, no means to secure the use of money for current needs, except to mortgage house and home and land. This aspect of farming alone is not encouraging to the ma-

jority of men, so that many of them have struggled along as best they could, living simply on what they have within themselves, and have made no effort to improve their property where it took the actual outlay of cash—in consequence, their homes and farms have been reduced to the state of Peter Tumbledown.

Today, moneyed men are interesting themselves in farming, and the combination of capital, brains and labor, properly expended and directed, are producing wonderful results.

First of all in our own state, the farmers have awakened themselves to the fact that they must provide for the future and work for the present, so that almost every intelligent man who starts farming today realizes the advisability and logic in the planting out of both orange and pecan trees, along with their regular truck, thus making provision for years to come.

The fact that after the trees are established, and the initial cost of procuring them has been accomplished, practically all the cost has been paid, because after the trees are planted they take care of themselves, grow while you sleep, and need no special attention. The up-to-date man plants the trees far enough apart not to interfere with the cultivation of the soil for any other agricultural pursuit, and at the end of ten years he is astonished to find himself the possessor of a beautiful orange and pecan grove, which the third year after planting started to yield returns and increased yearly in those returns, until he can now safely depend upon a yearly revenue from them, and gradually devote his time, not to trucking, but to other things. Orange trees can be planted in rows twenty feet apart and the space between the rows can be cultivated successfully to any other crop; while pecan trees should not be planted nearer than fifty feet apart.

The cultivation given the crop between the rows is at the same time benefiting the trees, and outside of their original cost they are costing you not one cent, and after they start to bear they will even pay you back all you have spent for them, and prove their gratitude to you for giving them a sunny home by making you a handsome present of a fine crop of oranges and pecans, convertible to ready cash each year they live.

The yield from a ten-acre orange grove the fifth year from planting should return from two to three boxes of oranges per tree, which sell at wholesale price of $2 to $2.50 per case. Allowing the trees to be planted eighteen feet by eighteen feet in rows would require 134 trees to the acre. On a ten-acre tract you would have about 1,340 trees, yielding an average of $5 per tree, or an income yearly of at least $6,700. Compare this to any other proposition you know about and see if it is not a very handsome return on the money invested. The orange trees can be purchased from $35 to $60 per hundred on sizes suitable for transplanting, and the cost of setting them out and staking them would not exceed 15 cents each, and this is the end of all your expense—the trees do the rest.

Put on your thinking cap and get busy on your farm. You won't need to work very hard, very long, if you go at the thing right and accept some of the experiences of others and profit by them.

As to pecan trees, they, like the orange, cost practically nothing after the initial expense of purchasing—the first two pounds of nuts you get off of each tree pays the price you put out for the tree, and all in excess of that is absolutely clean profit. Look into it and on every hand you will find men building themselves up from the handsome returns made on a very small outlay of cash. Don't put it off. Do it right away—plant a grove. Four hundred barrels of pecans from forty common seedling trees is a good enough return, but if those same pecans had been of the grafted varieties, think of the difference in the profit. As it was, they averaged about 10 cents per pound, running about 140 pounds to the barrel, or $14 per barrel, as compared to a wholesale price of fine varieties which usually is from 60 to 75 cents per pound and 120 pounds to the barrel, or $72 per barrel.

400 barrels at $14.00.....$ 5,600.00
400 barrels at 72.00..... 28,800.00

Does it pay to plant the grafted pecans? Think it over, but don't lose too much time.

Grimsky, Miriam & Co.

F. E. Roesler.

Among the occasional visitors to our surveyors' camp, as it drifted to and fro, over the great Staked Plain of Texas was a short, stocky personage, who spoke a dialect of Hebraic-German and questionable English. He was brown as a nut, had a great gray, almost white moustache, a pair of shrewd kindly eyes and perpetually wore a cherubic smile. When we first met him he was the portly, prosperous owner of some forty or fifty thousand head of sheep. We held him in high regard as a man of sterling qualities, yet his quaint ways made him the victim of innumerable camp stories, in many of which he should be given the benefit of the doubt. He was blessed with a natural good humor, yet tradition credits him with the ability to swear in fifteen languages when he was excited. He had settled in Eastern Texas about 1875. He had arrived there poor as a church mouse or a divinity student and held his own wonderfully well. The great railroad building westward had put the little city in which he had established himself into a condition of quiet desuetude. The new towns out west promised better opportunities for business, and so he and his friend Wolfsohn started for the end of the line. Thirty miles beyond a new townsite was sold at auction and Grimsky paid out his last dollar for a lot, and then hustled for a job. He found it, washing dishes, peeling potatoes and waiting on the table at the new hotel.

This hotel was a wonder. The railroad was still thirty miles away and lumber was not to be had at any price. Seven to eight hundred people were camped on the townsite. Most of the dwellings were holes in the ground covered with tent cloth. The hotel, covering two town lots, was a corral built of thorny mesquite brush with one opening on the street. Here was the signboard and a huge iron safe on which the landlord sat all night with a shot gun to watch and protect his guests, who slept on blankets in the open air. The night clerk and four or five others guarded the mesquite hedge to keep out intruders and pickpockets. Meals were furnished on the adjoining lot and were consumed standing. Rates, $5.00 per day.

A hundred or more teams were hauling lumber and supplies from the end of the railway to A———, the new town, which later became the county seat. Wolfsohn, who had some money, opened up a small store, first in a tent, and then in a frame building, and prospered fairly well. His wife and ten-year-old daughter Miriam soon joined him.

Grimsky, or Mose, as everyone soon called him, tired of his job of dishwashing and waiting on the guests, and when one of these offered to lend him a hundred dollars he accepted the offer. He erected a tent on his lot, built an oven and engaged in the business of baking a kind of a very palatable, though very indigestible, cream cake or cream puff. His mother had taught him how to make them, and this was the Alpha and Omega of his knowledge of making pastry. It was, however, the only confectionery that could be had in those days in the new and flourishing town of A——— just started by the railroad company. After the night's baking he would issue forth on the streets, letting out in that loud and shrill voice, his war cry: "Fine, very fine, von for a nickle, two for a dime; first class cream cakes." They sold readily, and with his huge basket he paraded the streets day after day. Within a year his cream cakes were famous from the Brazos to the Colorado River.

A few months later a German baker drifted into town and Grimsky and Schneider established a well-paying bakery. After a time Schneider purchased Grimsky's interest and he was footloose with a good nest egg in the bank. About this time a justice of the peace died and a vacancy existed. In a spirit of levity someone suggested the nomination of Moses Grimsky, and to his great surprise he was elected. His decisions were not always in accord with law, but had so much good, common, horse sense in them that no one appealed.

The case that made him famous was about as follows: Senora Gomez, the wife of a Mexican teamster, had purchased her meat supplies from Sam Smith, the butcher, for longer than four months, but had paid him nothing. When she called to buy more meat on the same terms, he declined to sell. He was pleasant and polite about it, but Senora Gomez was not pleased. Indeed, she became angry and undertook to tell Mr. Smith exactly what she thought of him, and from the trend of the discourse it appeared that she did not appreciate him very highly.

The deprecation went on so rapidly that Sam Smith lost his temper, reached across the counter and slapped her face in the presence of a dozen or more people who had stopped at his door to listen to the dispute.

Assaulting a woman is a serious offense in Texas, and a conviction may mean a term in the jail or penitentiary. Senora Gomez and her friends filed complaint and secured an attorney to aid the prosecution. The defense also secured the best legal talent available. Sam Smith was duly arrested and brought before Judge Grimsky to be bound over for the next regular term of court. The judge suggested that the parties let him try the case instead of carrying it to the state court. After a conference among the attorneys this was agreed to. Four lawyers worked on the case two days, and then gave it to the jury, which found the defendant guilty as charged. Court adjourned, the judge promising to sentence the defendant three days hence when all parties interested were to appear.

When the court reassembled, the sentence pronounced against the defendant was as follows: "De effidence shows dat Mr. Sam Smith slapped de face of Mrs. Isidora Gomez, and de jury finds him guilty. It also shows dat Mrs. Gomez has a very lifely tongue in her head, and can talk so fast dat any man, if he couldn't run avay, would go crazy if he had to listen to her more than two minutes. Both de plaintiff and de defendant are to blame. It won't do Mrs. Gomez any good to send Mr. Sam Smith to jail. He has nefer been in trouble before, and I tink he won't get in trouble again. It is de judgment of dis court dat Mr. Sam Smith make apology to Mrs. Gomez in de presence of de court; dat he give her a receipted bill for what she owes him, and furdermore, dat for de next four months and twenty days, except Sundays, he deliver at her house, efery day before nine o'clock, a dirty cent beefsteak or oder kind of meat she selects and dat defendant pay de costs of de trial."

The plaintiff's attorneys attempted to raise objections, but Mrs. Gomez emphatically and almost violently insisted that the judgment should stand, whereupon the attorneys subsided. Sam Smith was too well pleased to raise any objections, and the court adjourned. As the judge left his seat he, a staid, shy old bachelor, was suddenly embraced and smacked by the most homely woman in A———, whereupon he sought safety in flight, to the amusement of the attorneys and the clerk.

Rumors of gold discoveries in New Mexico prompted Wolfsohn to close out his stock and move to the Jicarilla Mountains. Grimsky bought the business and Wolfsohn opened a new store near San P———. While the mining excitement lasted and the country was full of prospectors, business was good, but at the end of a year or two it had become one of slow sales and small profits. Trading in horses and live stock helped to raise his income sufficiently to warrant his remaining in the country. Then Rachel, his wife, died and he began to arrange his affairs so that he could move eastward with his daughter Miriam, who had grown to be a beautiful young woman. Nearly all his neighbors were Mexicans, with whom social intercourse was undesirable. The nearest white neighbors were the cowboys and the owner of the Archer ranch, ten miles away. Harry Archer, the owner, was a frequent visitor, first as a purchaser of ranch supplies and later, as it dawned upon Wolfsohn, on Miriam's account. Miriam kept the accounts of the store and had charge of the mail. Wolfsohn, being orthodox in his religious views, was much worried, and the wooing of his daughter by a gentile was iron in his soul. A conversation with Miriam confirmed his fears. She was about to forget that she was a Jewess, and admitted that she loved Archer and would marry him as soon as he had rounded up and sold his cattle Argument from an orthodox point of view did not impress her as a good reason for not marrying, but an appeal to her affection for her father prevailed upon her to defer the proposed wedding for a year.

Rabbi Strunski, sojourning in New Orleans had received a call from California, and this fact was announced in the orthodox Jewish paper. Wolfsohn saw the notice and requested the rabbi to visit him while on his way to California. In due time Wolfsohn drove to Las Cruces and brought back with him a long, cadaverous, much bewhiskered and unwholesome looking specimen of the Ghetto, a man clothed in a dingy black suit, a low crowned derby hat, who wore a long curl at each temple and the sight of whom grated on the nerves. The sole object of his visit to San P——— was to bring a straying lamb back into the fold. He worked at his task assiduously and hovered about the half hysterical Miriam, like a pouter pigeon at a dove cote. Archer's cowboys who came for the mail considered this method of sheep herding to be decidedly offensive. The cowboys inferred that this bewhiskered stranger was courting Archer's prospective bride altogether too strenuously, and several of them remained in the village hoping to catch him a hundred yards

away from the store. They were certain that he was not in San P——— for any good purpose. After a week of argument, or persecution, the frightened girl wrote Archer that she had changed her mind, and that the marriage could not take place. Wolfsohn was greatly pleased, and the rabbi started back for Las Cruces, a hundred dollars richer. Wolfsohn did not accompany him, but furnished a team and his Mexican driver.

Red Jake, who had kept his eye on the rabbi and had observed him while quoting scripture to Miriam, with proper emphasis and abundant gesticulations, reached some erroneous conclusions, and these included no respect for the cloth; in fact, he would not have understood what a rabbi was if someone had explained it to him. He carried the mail to the ranch, told Archer about his bewhiskered rival, and bluntly inquired when the proposed wedding was to come off. Miriam's letter was in this mail, and while Archer made no reply, Red Jake did some figuring himself.

In a lonely ravine six disguised bandits held up Wolfsohn's vehicle, took therefrom a rabbi and a Mexican driver, strapped each down securely on a saddle horse and carried them to a distant ranch cabin. Here they securely hog-tied the Mexican and chucked him into a dirty chicken coop, and then the rabbi received their undivided attention. They tied him securely to a chair, then shaved off his whiskers. Next they braided a queue into his long hair, splicing into it part of a horse hair riata so as to get it long enough and shaved off the rest of his hair, including the precious curls at the corners of his head. Next they painted him with walnut juice and stripped him of all his clothing. The Chinese ranch cook, who died the year before, unknowingly furnished a suitable costume, including sandals and a filthy straw hat.

Two days later, shortly before daylight, they dumped a pseudo Chinaman, his baggage and his clothing within sight of Las Cruces and disappeared. The rabbi had an awful time identifying himself among the few co-religionists who lived in Las Cruces and wrote a full account of his experiences to Wolfsohn. A badly scared Mexican was put into the vehicle and told to drive home and linger not on the way.

Archer rode to San P——— the next morning, but Miriam could not be seen.

There was a stormy interview between Wolfsohn and Archer, in which the latter stated very emphatically that the breaking of the engagement was not Miriam's wish; that threats had been used to influence her, and under no condition did he consider this matter finally settled. The rabbi's letter was received two or three days later and was confirmed by the statements of the Mexican. Archer was credited with the exploit, though he knew nothing of it, and Miriam consented to go to A——— and there await the arrival of her father.

And so it came about that Moses received a telegram from a village five hundred miles away, announcing that Miriam was on the train and requesting him to meet her, and take care of her until Wolfsohn could wind up his business and join them. On her arrival he found a pleasant lodging place for her with a Christian family whom he had known for years. She was introduced to many of the young folks in town and soon seemed to be happy and contented. Wolfsohn arrived about two months later and established himself in Grimsky's cottage. The partnership of Grimsky & Wolfsohn was being seriously considered when the latter suddenly died of pneumonia.

Miriam, having no relatives to whom she could go, went back to her former lodging place and then took charge of the books in Grimsky's store. Jake Munkheimer of New York, one of Grimsky's nephews, came to A——— about this time and obtained a job in his uncle's store. Grimsky had lived in boarding houses, being a bachelor, and was much afraid of women folks, but Miriam and Jake convinced him that he ought to use his cottage and get a housekeeper. After more or less correspondence Mrs Hannah Meyer of New Orleans was engaged. She was a widow with a little girl and was a capable housekeeper. Miriam, Jake and Grimsky lived together at the cottage. The next two or three years rocked along quietly and home life in the cottage was delightful. The neighbors were cordial and the social life was all that could be desired. Grimsky had never before in his life felt so contented. Business at the store was good and steady. Jake, his nephew, was young and flighty and generally had a very good opinion of himself, which his uncle did not fully share.

Moses thought a good deal about the future of his ward, Miriam, and sometimes took Jakey under consideration as a possible husband, but Jakey lacked something, though he did not know what it was. Jakey could occasionally present a bold front, but it harmonized with him as did a lion's skin covering a braying donkey. "Miriam ought to get married," he said to himself, but he had his doubts about Jakey being the proper material to make a husband of.

All his doubts were dispelled, when he invited Miriam and Jakey to accompany him to the next town to inspect one of his flocks of sheep. There were many ewes and lambs in the flock. Moses and Miriam walked about among the sheep, patting them gently and examining the texture of the wool. Jakey had kept himself outside of the flock. A motherless lamb, seeking its breakfast, began to muzzle up to Jakey and rub its nose against his peg top trousers. The effect was demoralizing. Jakey gingerly edged away and the lamb, wagging its stump of a tail, followed him. Then he was certain that the beast was ferocious and was going to bite and started away on a run. This apparently aggravated the lamb, for it said "Ba-ba," and ran after him. Jakey scrambled through the wire fence surrounding the corral, tearing several rips into his immaculate peg tops. The lamb in the meantime had found another way to get through and kept up the pursuit. That lamb must surely be rabid, thought Jakey, and after a futile attempt to shin up a telephone pole, he grabbed a mesquite root and beat the poor little thing to death. Grimsky and Miriam, who had observed the spectacle at first laughed, but when they saw Jakey beating the lamb with a club, Grimsky took a hand in the game and cuffed Jakey's ears until he begged for mercy. The following week he bundled him off for New York.

The junior partner of a St. Louis firm, which had frequent dealings with Grimsky, began to have much more business than usual at the store, and much of it had to be discussed with Miriam, the bookkeeper, and finally Grimsky came to the realization that before long he was going to lose a bookkeeper. Careful inquiry as to the young man's record and prospects brought very satisfactory information.

It was an exceptionally dry year, the pasturage poor and the sheep were not doing as well as usual, when he stopped at the hotel in S———. His friends clustered around him and inquired how his sheep were prospering. "Vell, not so good as last year, but better dan some odder peoples. You haf got to understand dis sheep bisness. If you don't you lose money. Ven my pasturage gets bad, I just put green spectacles on all of dem sheep and den dey eat enough dry straw to fill up on because it looks green. It's expensive, howeffer, when you put green specs on a ram, and he sees anodder green ram in front of him, he vill go for him. Effery time dis happens dey smash two pairs of green glasses, but dese little dings you must charge to brofit and loss."

Back in A——— he notes with considerable satisfaction that Miriam is receiving a good many letters from St. Louis and he asks no questions. When she has something to say, she will let him know. The ladies of A——— had been hard at work in the endeavor to raise $2,500 to complete the new Baptist Church. By the means of church dinners, entertainments, rummage sales, personal solicitation, etc., they had raised $2,000, but found it impossible to raise another dollar among the church-going people. It was understood, as a matter of course, that neither Mike Murphy, who was a devout Catholic, nor Moses Grimsky, who was a Jew, would contribute anything toward building a church, though they had been open handed in other public enterprises. A seventeen-year-old girl asked Miriam what she thought about it. "Go and see him. He is a fine man and if he thinks it is a good thing he may help. I am sure of it. Just tell him that I told you to go. But go by yourself; if you bring half a dozen ladies with you, they will scare him to death. Go about nine o'clock in the morning, as he won't be very busy then."

With her heart going pit-a-pat Miss Carson went to the store to beard the lion in his den. When she entered the office on Grimsky's invitation, she found two lions, for Mike Murphy was also there. Half frightened, she explained the nature of her errand, being encouraged by a cheerful nod and smile from Miriam at her desk. Grimsky looked up at her with a quizzical smile and winked at Murphy and Miriam. "Sure, Miss Carson, dats a good thing, it helps to make people better dan dey vould be if it vasn't here. Mike, you are included in dis invitation. I vill go $300, if you vill go $200. Vot do you say?" "I will go you half and half; make out your check." Within ten minutes a young girl was skipping down the street with two checks, which provided the funds needed.

A few months later, when a ladies' committee called to induce him to aid in buying lightning rods for the church, he received them very cordially, but dismissed them with the remark: "Dis house is not mine, nor is it yours, it is God's house. If God can't take care of his own broberty, why, I think he should lose it."

A few weeks later he was visiting his herders in the Pecos country. His Mexican cook was getting supper, when a bewhiskered farmer from Malaga called at his camp to sell some eggs. After the usual haggle, he bought two dozen for thirty-five cents.

"Say, mister, don't you want to buy a fine rooster? He is first class, fine bred and I

will take only forty cents for him."

Moses reached for the squawking bird, examined it critically, held a whispered confab with Juan, the cook, who also examined it, and then handed it back to the farmer.

"Mine frient, dat rooster was in Noah's Ark, ven it rained so hard; he was de same rooster vat crowed and safed Rome two thousand years ago. Ven he got trough vit dat job he joined the Spanish nobility, as you can see by the blue bloot under his vings. See vat fine spurs he has got; he vas mit de roughriders in de charge at San Juan. Now, I haf de greatest respect for old age, vich must be honored, and for de bird dat vaked Noah and his family and safed Rome. I couldn't tink of trying to cook a historical rooster like dat."

"Oh, give us a rest and take him for a quarter."

"No, mine frient, I could nefer forgif mineself if I tried to cook dat rooster. I vould haf bad dreams ven I sleep."

During the negotiations the farmer observed a pack of cards lying on Juan's bundle of blankets. "Say, mister, do you play poker?"

"No, I don't blay no boker very much; Juan, he blays solidair vit himself most de time, ven he should vatch his cook pots." Said the farmer, "I'll play you a game for the rooster." "All right, I tink I vould like to haf de gompany of one who vaked up Noah's family in time for breakfast."

Within a few minutes they were engrossed in the game, and in a short time the farmer handed the historic rooster over to Moses. "Mister, you won that rooster fair and square, and I ain't got no kick coming, but what I want to know is what did you put up again the rooster?" Says Moses: "I didn't put up nodings. Supper is ready. Juan, set a plate for dis gentleman."

On his return to A——— Moses had his hands full. Miriam was engaged and the wedding was to come off soon. For the first time in his life he ordered a dress suit. Hannah, his housekeeper, kept him on the jump looking after the preliminaries. The bridegroom, his sister and the rabbi from Dallas came within a few days and the ceremony was performed with the good wishes and congratulations of many of the townspeople, who accompanied them to the train. As the rabbi was going in the opposite direction it was necessary for him to wait several hours.

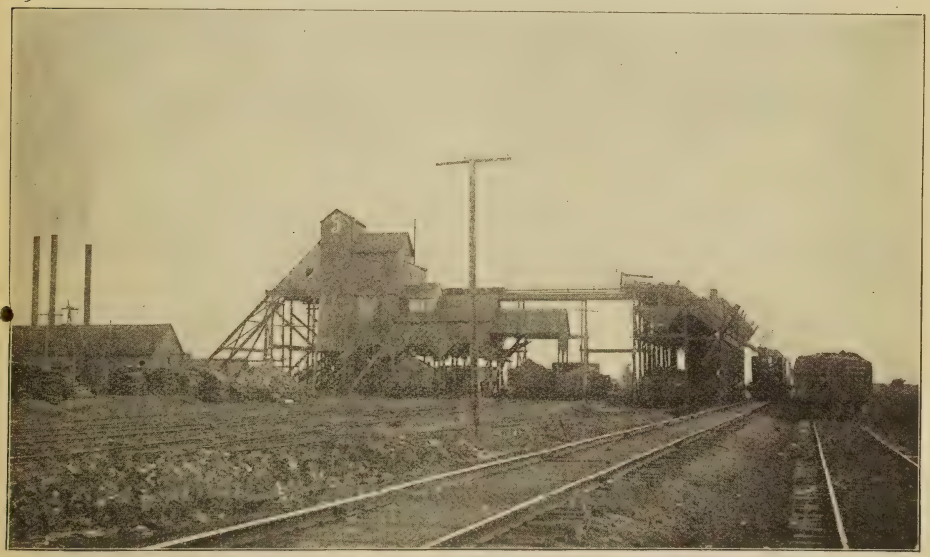
Moses, returning from the train with Hannah and her little daughter felt sad, and when they reached the cottage all joy had gone from him. He took little Martha on his knee and before he knew it, a great big tear ran down his nose and splashed on his shirt front. When he looked up, he saw that Hannah was leaking likewise. They gazed tearfully at each other for a moment, and then Hannah, wiping her eyes, said, "Vell, Mr. Grimsky, I ain't got no more to do here and I guess I better pack up and get ready to go back to New Orleans."

"Vots dat! You go back to New Orleans? No, sir, de rabbi ain't gone yet. You stay by me and little Martha too. I ain't got no time to go to New Orleans, and don't vant to go nohow. I know I am old and ugly and I vill be so lonesome as a lamb vidout its ewe. Come, Hannah, ve go to de county clerk and get a license, and Martha goes to de hotel and gets de rabbi"—and Hannah wept some more. Her grief, however, was not so great as to prevent her from seeing what a county clerk looked like. A few minutes later two middle aged people, a short, stocky man, and a slender woman, entered the court house, while a twelve-year-old girl was tugging at the rabbi's hand and guiding him to the cottage where he had been an hour before.

Agricultural Resources of the Kansas City Southern Country

Nearly all of the country traversed by the Kansas City Southern Railway is well adapted to agricultural pursuits, and, covering as it does over nine degrees of latitude, it presents an unusual range of production. General farming and the raising of livestock are the engrossing rural pursuits, but the country readily lends itself to the production of special crops, which are grown in great variety. It is entirely practicable to produce in commercial quantity rice, sugar cane, cotton, oranges, figs, etc., at one end of the line and distinctly Northern crops at the other. As a matter of fact, wheat, corn, barley, rye, flax, broom corn, alfalfa, clover, potatoes, sorghums, cowpeas and other forages common to the United States are grown in every county between Kansas City and the Gulf. In other words, all the staple crops of the United States are produced at the various stations of the Kansas City Southern Railway, and, in addition thereto, the country has a special line of crops not produced in northerly latitudes.

The region traversed by the railway is rich in everything that is essential to make and maintain a prosperous country. The coal mines in the vicinity of Pittsburg, Kas., yield annually about 7,000,000 tons of coal, supplying a livelihood for more than 60,000 people. The coal fields of the Fort Smith district yield about 4,000,000 tons and supply about 35,000 people. The greatest zinc and lead mines in the United States are situated in the vicinity of Joplin, Mo. The annual value of the ores mined is about $18,000,000 and about 75,000 people are engaged in mining. Petroleum in vast quantity is obtained in three localities and in Port Arthur and Beaumont, Tex., are operated the largest oil refineries in the world, and in the same cities are the largest of the world's rice mills. The output of the sulphur mines of Louisiana is greater than that of all other sources of supply. Along the line of the railway are located about one hundred and fifty wood-working establishments, sawmills, planing mills, shingle mills, creosoting works, cooperages, etc., many quarries, brick and tile-works, potteries, canneries and factories of all kinds. The number of people employed in the various mines, mills and factories is from 250,000 to 300,000, all of whom are consumers and not producers of food products raised on the farm. The country has been settled for seventy or eighty years, and, in some localities longer, but, owing to the lack of



A COAL MINE, PITTSBURG COAL DISTRICT.

SEWER PIPE WORKS, PITTSBURG, KAN.

transportation facilities, the population remained small until the Kansas City Southern Railway was built through it. Since then the population has been more than doubled, but there is ample room for more than half a million new people.

On an east and west line of railroad, the variety of crops grown would be naturally limited to the lines of latitude, but along a railroad running nearly 800 miles north and south, as does the Kansas City Southern Railway, there is naturally a much greater range of production, increased somewhat by the differences in altitude, ranging from sea level to nearly three thousand feet. The climatic range is such that the settlers along the line could produce everything used for human consumption in the way of food or clothing, except silks, coffee, tea or quinine. The newcomer does not venture into untried fields, nor risk his means on doubtful enterprises. He can readily see what has been accomplished and his experience in farming operations is as valuable here as in Illinois or Ohio. The soil is tilled in the same way and what differences there are in climate are in every respect favorable; the growing season is longer and the winters are milder.

Southwest Missouri and Southeast Kansas.

Southwest Missouri and Southeast Kansas consist in the main of comparatively smooth prairie lands, interspersed with small forest and hilly areas. The country is well settled, in places quite densely, and in a few locations sparsely. These are in the extreme southwest corner of the state. North of Joplin, Mo., there is no unoccupied land and the economical and social conditions are the same as those in the old settled parts of Illinois or Iowa. All the conveniences incident to an old densely settled locality are at hand. Railways and electric suburban lines traverse the country in all directions. Schools, churches, fairly good roads, good trading and shipping towns, are found everywhere. There is no pioneering to do. The newcomer buys an improved farm, costing somewhat less than in the longer settled Eastern and Northern states, and enjoys a milder climate, with good market towns in close proximity. The great cities of Kansas City, Chicago and St. Louis can be reached in a twenty-four hours journey, and the first named in six or seven hours. South and southeast of Joplin, Mo., as the Ozark Plateau is approached, the country becomes more rugged and the prairie areas gradually merge into forest. Part of Newton and all of McDonald counties form part of the Ozark Plateau, which extends from the Missouri and Mississippi rivers in a vast triangle to Red River in Oklahoma.

The staple crops cultivated are wheat, oats, corn, rye, barley, flax, broom corn, hay crops, forages of all kinds, potatoes, etc. They yield well, are certain of production and are profitable. The natural pasturage of this region is very good during the springs, summer and autumn, and the finest grades of horses, mules, cattle, sheep and hogs are raised in great numbers, finding a ready sale at all times. The wheat grown in this region makes the best flour and is eagerly sought in the Eastern and European markets. Indian corn and non-saccharine sorghums are perfectly at home here,

and from forty to eighty bushels of corn are usually obtained from an acre. It is one of the most profitable crops grown and is the chief reliance of the farmer, who fattens his beef, pork and mutton with it, preparatory to marketing. Owing to the very large industrial population, chiefly engaged in mining, enormous quantities of produce are consumed at home, but the shipments of livestock, hay, mill products, poultry and eggs, as well as fruits, are very large. South and southeast of Joplin, along the northwestern escarpment of the Ozark Plateau, a great fruit-growing and poultry-raising industry has been developed, and several thousand carloads of apples, peaches, strawberries, cantaloupes and commercial truck are marketed annually, as well as grain and livestock.

AN OZARK ORCHARD IN BLOOM.

Southwest Missouri has half a hundred prosperous cities and towns, many of them possessing well established industries. Along the line of the Kansas City Southern Railway are Kansas City and suburbs, population 484,978, the greatest manufacturing, banking and commercial center west of the Mississippi; Joplin, Mo., population 42,000, the financial center of the lead and zinc mining industry; Pittsburg, Kas., population 21,017, supply point and financial center of the coal mining industry; Neosho, Mo., population 3,800, noted for its output of grain and mill products, poultry, egg and fruit shipments, as well as for its output of lead and zinc ores and fine horses and mules. The towns ranging in population from 500 to 3,000 are Grandview, Cleveland, West Line, Drexel, Merwin, Amsterdam, Amoret, Hume, Stotesbury, Richards, Asbury, famous grain and livestock shipping points; Worland, Oskaloosa, Mo., and Mulberry and Frontenac, Kas., shippers of coal, livestock and grain; Goodman, Anderson, Lanagan, which ship great quantities of fine fruits, berries, poultry, grain, horses, mules and hogs; and Elk Springs and Noel, famous health and pleasure resorts.

Western Arkansas and Eastern Oklahoma.

In its course southward the Kansas City Southern Railway runs parallel with and frequently crosses the state lines. Its tracks are twice in Missouri, once in Kansas, five times in Arkansas, once in Oklahoma, once in Louisiana and twice in Texas. Entering Arkansas from the north, the railway passes through Benton County, Ark., and then runs through Adair, Sequoyah and Le Flore counties, Oklahoma, when the line re-enters Arkansas, passing through Polk, Sevier, Little River and Miller counties. A branch line from Spiro, Okla., runs into Sebastian and Crawford counties and another line from Heavener, Okla., runs into Scott county. The railway skirts the western border of the great Ozark Plateau, being sometimes among the foothills and most of the way on the undulating country along the border. The Ozark Plateau is divided into two sections by the Arkansas Valley. In the northern section the altitudes vary along the Kansas City Southern Railway, from 455 feet at Redland on the Arkansas River bank, to over 1200 feet at Goodman, Mo., and

STRAWBERRY FIELDS, DECATUR, ARK.

Gravette, Decatur and Gentry, Ark.; in the southern section, from 455 feet at Redland, to 1612 feet at Rich Mountain, and 332 feet at Ashdown, Ark., in the Little River Valley. Away from the railway are altitudes of 1400 to 2000 feet and the top of Rich Mountain is over 2800 feet.

Western Arkansas and Eastern Oklahoma (formerly Indian Territory) are very much alike in their general characteristics. Both were originally heavily timbered, the timber becoming more dense proceeding eastward in Arkansas, and merging into prairie lands, proceeding westward in Oklahoma. In Le Flore county the prairie lands reach the Arkansas state line; in the other counties they are from fifteen to thirty miles further west. There is a greater diversity of soils than either in Missouri or Kansas, but in point of fertility they are equal to the best in either state. The valley lands vary from stiff black limestone soils to fertile black friable loams, while the more elevated lands are usually red or dark loams, underlaid with red clay. All the soils support an unusually good growth of grasses, which, on the cleared land or natural prairie, make an excellent hay. The water supply is of most excellent quality and very abundant. Nearly all the streams carry a soft, pure, clear water, derived from many thousands of springs. The country is healthful and free from stagnant waters or other local causes for disease. The climate is pleasant all the year around, and livestock can be wintered in the open. The annual rainfall is between thirty-five inches near the Southern Missouri state line and forty-five inches near the Louisiana border. The yield of crops has been occasionally curtailed by a period of dry weather, but a failure of crops has never occurred in the history of the country.

No section of the United States has better facilities for the profitable raising of livestock than have Western Arkansas and Eastern Oklahoma. The natural pasturage is excellent; the climate everything that can be desired for the health of the livestock all the year around; the water, the purest and most abundant in the land; the growing season so long that more than one crop can be produced on the same land the same season; a very large industrial population in the country where the livestock is raised and the greatest livestock consuming markets, like Kansas City, Omaha, St. Louis, Chicago, Fort Worth and Dallas, within twenty-four hours' run from the place of production. No soil is more generous in the production of forages than is the soil of this region.

In Arkansas the population is more dense than in Eastern Oklahoma, and towns are larger and more numerous. Western Arkansas grew slowly until railway transportation was provided, and since then has been settling up rapidly. Lands could be purchased at any time at very moderate prices. In Oklahoma the lands were tribal property and not subject to settlement by whites. During the past five years the Indian lands have been allotted to the Indians in severalty, and, more recently, the unallotted or surplus lands have been sold at auctions to white purchasers, excepting

about half a million acres of segregated coal lands, and about one million acres of timber lands will be sold at auction during the summer of 1914. Several million acres of the allotted lands, and surplus lands recently sold, are now in market, and lands of excellent quality can now be purchased at very moderate prices. Central Oklahoma is well settled and the foregoing statement applies more particularly to the eastern part of the state along the Arkansas state line. In Western Arkansas land values are somewhat higher, yet excellent farm lands can be purchased for one-fourth to one-fifth of what would have to be paid for similar lands in the older well settled states.

As everywhere else, the valley lands are more productive than are the uplands, but

oats is a common crop in both states and yields from 50 to 100 bushels per acre. Alfalfa, cowpeas, sorghum, peanuts and other forages are grown in all parts of the region.

Arkansas produced in 1910, of corn, 37,609,544 bushels; of oats, 3,212,891 bushels; of wheat, 526,414 bushels; of forage, 461,817 tons; of Irish potatoes, 2,096,893 bushels; of sweet potatoes, 1,685,308 bushels, and of cotton, 776,879 bales, the latter valued at $54,559,503. In Oklahoma there were produced 94,283,407 bushels of corn, 16,606,154 bushels of oats, 14,00834 bushels of wheat, 1,417,533 tons of forage, 1,897,486 bushels of potatoes, 359,451 bushels of sweet potatoes, 555,742 bales of cotton, the latter valued at $35,399,356. Of the Oklahoma

PACKING PEACHES, GENTRY, ARK.

even on these the yield under proper cultivation of the crops is highly satisfactory. All the crops of Missouri, Kansas, Iowa, Illinois or Indiana are produced here, and, in addition to these, cotton is grown at nearly every railroad station south of the Missouri state line. The quantity of cotton handled at Fort Smith and adjacent towns exceeds one hundred thousand bales, valued at between six and seven million dollars. Wheat yields an average of 22 bushels to the acre and yields up to 40 bushels; corn yields from 30 to 80 bushels. Broom corn is grown in many counties. Red rust-proof

crop the greater part was produced in the central part of the state.

Fruit growing, berry culture and poultry raising have reached immense proportions in this section and particularly so in Western Arkansas. Arkansas had, in 1910, bearing apple trees, 7,650,103, bearing peach trees 6,859,962, and 1,021,696 bearing trees of other kinds; of trees too young to bear there were 3,940,089 apple trees and 2,884,927 peach trees, and of other varieties 423,150 trees. The total quantity of fruit produced amounted to 4,438,000 bushels, valued at $3,011,000, to which should be added the

POULTRY RAISING—A GREAT INDUSTRY ON THE K. C. S. RY.

value of the berry crop, $601,722. The total production of poultry was 10,809,000 fowls, valued at $2,869,000, and 27,055,000 dozens of eggs, valued at $4,459,000. The value of orchard fruits in Oklahoma amounted to $943,464; of small fruits $202,291; of poultry, $3,713,943; and the egg production, 46,000,600 dozen, to $7,544,445.

Western Arkansas and Eastern Oklahoma are well supplied with public schools, high schools and educational institutions, not only in the cities and towns, but in the rural districts. Fort Smith, the banking center of the Arkansas coal field, a splendid commercial and manufacturing city, has a population of 32,000. Its manufactured output is valued at $30,000,000; its jobbing and wholesale trade is valued at $40,000,000; its banking capital at $10,000,000; the value of cotton handled $9,000,000, and fruit and truck handled $3,400,000. Texarkana, Ark.-Tex., a great railroad center, manufacturing and commercial city and supply point for a great lumber industry, has 26,000 people. Siloam Springs, Ark., a noted health resort, fruit and livestock shipping point, has about 4,000 inhabitants, as also have Mena, Ark., and De Queen, Ark.—the former a health resort and shipping point for livestock and fruits; the latter a railroad division terminus and livestock shipping point. In Arkansas are the towns of Sulphur Springs, a famous health resort; Gravette, Decatur, Gentry, noted for their very large shipments of apples, peaches and berries; Hatfield, Cove, Vandervoort, Granniss, Horatio, Winthrop, Allene, Wilton, Waldron, Ogden, Ashdown and Ravanna, all situated in good agricultural sections and shippers of livestock, grain, cotton and fine fruits. The fruit, truck and poultry products shipped from these stations amount annually to 2000 to 2500 carloads. Horatio, De Queen, Cove and Granniss have produced 1000 carloads of peaches anually. The apples come mainly from Benton and Washington counties in Northwest Arkansas, but large quantities are also produced in Scott and Polk counties, being shipped from Mena, Hatfield and Cove. Most stations ship livestock and lumber. The population of these towns runs from 400 to 4,000. In Oklahoma are the towns of Watts, a division terminus; Westville, Stilwell, shippers of livestock and cotton; Marble City, where a large marble quarry is situated; Sallisaw, Redland, Spiro, livestock, cotton and fruit shipping points; Panama, Shady Point, Howe, Poteau, shippers of coal and livestock, and Heavener, a railroad division terminus and shipping point for livestock, coal and lumber. The population varies from 500 to 4,000. All the towns mentioned are rapidly growing places, affording splendid opportunities for those desiring to engage in mercantile or manufacturing enterprises.

Western Louisiana and Eastern Texas.

The Kansas City Southern Railway enters the state of Texas at Red River, running parallel with the state line to Ravanna, in

SHIPPING THE POTATO CROP, CASS COUNTY, TEX.

Miller county, Ark., and then enters Louisiana, in the northwest corner of Caddo Parish. It traverses the eastern parts of Bowie and Cass counties, Texas, and Caddo, De Soto, Sabine, Vernon, Beauregard and Calcasieu parishes, Louisiana, and then reenters Texas, passing through the counties of Newton, Orange and Jefferson to its terminus at Port Arthur. A ridge or backbone, forming the watershed between the Sabine and Red rivers, and further south, the Calcasieu River extends from near Mansfield, La., almost to Beaumont, Tex. The elevation varies from 250 feet in the southern part of Vernon parish to over 400 feet in De Soto parish, and is traversed by the Kansas City Southern Railway its entire length. It is a broad belt of land which is high, well drained, free from stagnant water and affording the best potable water in abundance. The water is soft, free of lime and is found in thousands of springs and numerous small streams. The water, when obtained from wells, is usually found at a depth of thirty to forty feet.

The general contour of the ground is neither flat nor level, but undulating, rather than hilly. It is just rolling enough to insure perfect drainage, but not steep enough anywhere to wash the land. The ridges are smooth and all tillable and the valleys are shallow, broad and long. There is quite a diversity of soils in this area. The valley lands along the Red, Sabine and Calcasieu rivers are as rich as those of the Nile. Most of the Red River lands are black or red colored loams, while those of the Sabine and Calcasieu rivers are heavier black soils. The soils of the uplands are in the main dark and chocolate colored loams, though occasionally light colored sandy loams are encountered. The uplands vary in fertility, but, under proper cultivation, all of them yield well, All the uplands are underlaid with red colored clays and in a few places the red clay forms the surface soil.

The annual rainfall varies from 45 to 50 inches, and the distribution is satisfactory for crop production throughout a long growing season. The average distribution is as follows: January, 4.31 inches; February, 3.51 inches; March, 3.98 inches; April, 4.62 inches; May, 5.84 inches; June, 4.25 inches; July, 2.59 inches; August, 2.68 inches; September, 3.25 inches October, 3.62 inches; November, 4.45 inches; December, 3.81 inches. Total for the year, 46.91 inches.

Public health is exceptionally good. The death rate in the cities and towns is less than two-thirds of that of the average city population of the United States. Many of the diseases of childhood are rarely heard of and the virulent fevers of the typhoid type, diphtheria, etc., common to cold climates, occur rarely and are not severe, yielding readily to treatment. The climate is one of the most attractive features about this section. It is that of a moderately warm temperate zone. Sunstroke is an unknown malady. The winters are never severe, the mercury seldom sinking to the freezing point and never remaining there long when it does. Cattle are wintered on the grass and

need no shelter and field work can be done all winter. Every day in the year can be made a working day. It is a climate free from extremes. It has more warm days than the climate of the Northern States, but few, if any, of the days are ever as hot as those of a Northern summer.

All the crops of the Northern States are produced in Louisiana and Texas and some others besides. The corn crop of 1909 amounted to 26,010,286 bushels in Louisiana —a careful estimate for 1913 showed a yield of 65,000,000 bushels. Two corn crops have sometimes been grown on the same land. Wheat is not extensively grown, though it yields as well as in the Northern States. Wheat, oats, rye and barley, at the present time, are grown during the winter months, affording green pasturage and are cut for forage before general farming operations for the season begin. Rust-proof oats are grown more or less extensively for the grain, though a much larger acreage is cut for forage. All the sorghums, including several varieties of broom corn, milo maize, Egyptian corn, Kaffir corn, etc., flourish from April until January. The sorghums are cut three or four times and the milo maize, Kaffir corn, etc., yield from 10 to 15 tons of green fodder and considerable grain. Oats, sown in October, are pastured from December to March and harvested in May. Sheaf oats yield from two to three tons per acre and are grown in rotation with cotton, corn, cowpeas, occupying the same land the third year. Two cuttings are usually made before letting the oats go to seed. Barley, wheat and rye are grown in the same manner. Bermuda grass makes splendid pasturage and on fertile soils makes a superior hay. The cowpea yields about twenty tons of green forage or two or three tons of dry hay to the acre; the Spanish peanut about two tons of hay. Red clover makes two good crops of hay, and crimson clover is grown for the same purpose. The Soy and Velvet bean are also grown extensively for hay and, like the cowpeas, are sown in the corn crop immediately preceding the last cultivation. Among the hay grasses commonly used are the Japan clover, crab grass, Italian rye grass, teosinte, red top, fescue grass and others, to which should be added the native volunteer grasses. Alfalfa, the most esteemed of all forage plants, does very well in the creek and river bottom lands, yielding from four to seven tons to the acre. From 10,000 to 12,000 acres are grown in Northwest Louisiana and the hay sells for $15 to $20 per ton, other varieties of hay bringing from $12 to $18 per ton. An alfalfa crop will generally yield from $50 to $80 per acre and often more than that.

THRESHING RICE, BEAUMONT, TEX.

Cotton has always been a staple crop in Louisiana. It was the principal money crop of the large plantations and is now grown in small acreages on about 75,000 farms. One man can attend to from 60 to 100 acres, aside from the chopping out and picking. The money yield per acre is from $25 to $65, and the production varies from

HAULING LOGS TO THE MILLS.

one-third of a bale to one and one-half bales per acre.

Commercial truck growing can be carried out successfully in Northwestern Louisiana, owing to the fact that fruits and vegetables mature several weeks earlier here than they do in the Northern states, in which there is always a demand for commodities of this kind. The Northern cities will readily take tomatoes, Irish potatoes, sweet potatoes, cucumbers, onions, melons, cantaloupes, radishes, beans, peas, cabbage and whatever else can be shipped before the home-grown vegetables mature. The Northern markets pay the fancy prices and want the earliest crops. The home market is good all the year round.

One of the most valuable crops of Louisiana is sugar cane. The total yield of sugar cane products in an ordinary year is about 360,277 tons of granulated sugar, valued at about $28,822,000, and 23,727,000 gallons of syrup, valued at $6,818,000, total $35,640,000. About 300,000 acres are devoted to the cultivation of sugar cane and there are in operation 225 or more sugar houses and refineries. Nearly all the sugar houses are located in the central and southern parts of the state, but cane is grown for family use on nearly every farm in the state. Near the Gulf Coast, about half a million acres are devoted to rice culture, and, in the same locality, the cultivation of figs and oranges has reached considerable magnitude.

Pure-bred Northern cattle and also other improved stock have been introduced in Louisiana and have been acclimated and as good breeds of livestock of all kinds can be found in Louisiana as can be found elsewhere. Thousands of cattle are now finished off at the cotton seed mills and shipped to the Northern and Western markets. Cotton seed meal and hulls, rice bran, polish and shorts, cheap molasses from the sugar houses and other forage provide superior feeding rations. A large majority of the horses used are raised at home. Mules can be raised here as well as elsewhere and grow fine and large. Poland China, Berkshire, Red Jersey, Duroc and Essex breeds of hogs are found on most farms and the flocks of sheep have beeen greatly improved.

Cheap feed, a long pasturing season, which can be extended through the winter by sowing grain, pure water from springs and spring branches, combined with mild, short winters make Northwest Louisiana one of the best stock-raising countries to be found anywhere. Very little feeding is required to keep cattle in good condition during the winter months and open shed shelter is sufficient, as the temperature rarely gets low enough to injure cattle. Shortly before marketing feeding is necessary, but in few localities is forage so abundantly and cheaply produced as here.

Being within easy reach of several large cities and several prosperous towns, dairying should become a prosperous industry. Improved breeds of the dairy type—Holsteins, Durhams, Jerseys, Polled Angus and Devon—are rapidly replacing the older breeds of milch cattle.

Address by Mr. J. F. Holden, Vice-President Kansas City Southern Railway Company

At the Annual Banquet of the Beaumont Chamber of Commerce, Beaumont, Tex., January 15, 1914

Mr. Chairman and Gentlemen of the Beaumont Chamber of Commerce:

It affords me much pleasure to be with you this evening. I always look forward with delight to a visit to your city, being an admirer of your beautiful homes and substantial business buildings, your well paved and cleanly streets, your well stocked and modern stores, and your sturdy, progressive manhood.

I am always pleased to come in contact with the commercial organizations of the cities located along the rails of the company I represent, and esteem it as a great honor to be asked to appear before them on public occasions of this character.

John Ruskin, the great English writer and philosopher of the last century, believed that every individual was entitled to happiness in this life, and gave as a prescription for same—Admiration, Hope and Love.

I think if you will consider these three forces you will be compelled to admit that John Ruskin knew what he was talking about; for, if you kill any of these forces of character you are the sufferer thereby. And, if the time should ever come when we have in our nation nothing to admire in man, nothing to hope for, for the betterment of life, or no regard for each other, the time for our destruction, as a nation, is at hand.

There was a time in the history of our country when we admired the man, who, through his courage, answered the call within him for the betterment of himself and his fellow man, gathered together the forces necessary to construct into the wilderness and across the prairie the steel highway. We looked upon his venturesome spirit with admiration, and we hoped for his success.

There was a time when we hailed with approbation the man who answering the call of his vision, entered the heart of the forest, or into the bowels of the earth, gathered together the raw materials to build the homes and provide the machinery and materials which go to make up the many conveniences we enjoy today. We extended to him our admiration, and expressed to him a hope for his success.

There was a time when we looked upon the plodding student, who burnt the midnight oil to store his mind with the legal lore of the centuries, studying the rights of man, and after a long series of study, fitted himself to sit on the bench of justice, to decide for us the momentous questions of jurisprudence. We gave him our admiration freely, hoped for his success, and, afterwards, elevated him to the seat of honor.

There was a time when all such things occurred, but of late years a poisonous miasma, born of the devil, has been permitted to spread abroad in our land, and, instead of finding something to admire in our fellow man, we have had from the newspapers and magazines of our country a perfect deluge of fault finding criticism, until finally we seem to have lost all admiration for the great men who have brought prosperity to this land, such as has existed in no other land from the beginning of time. And from this fault finding as to the motives of our leaders in business, in law, and in government, we have fallen so low that admiration of all men, and their actions, has been driven from our minds.

Probably you are familiar with the saying of the old Quaker lady, who one day said to her husband:

"All the people in the world, except thee and me, are queer, and I am even suspecting that thou art a little queer."

I am not here to deny that men, in all walks of life, have not betraved the trust placed in them; but, they are few, and give us no right to sit down in sack cloth and ashes seeing no good in anyone but ourselves. Ministers of religion have brought disgrace on the cloth; judges on the bench have brought dishonor on the ermine, and manufacturers and railroad presidents have been greedy and broken the laws of honesty. But, the number of these malefactors has been so small when compared with the great number of men in the professions mentioned, that we have no right to lose our faith in mankind altogether. Therefore, at the beginning of this new year, let us resolve to cultivate these three great forces mentioned by Ruskin. Admiration; let us hope for each other's success, and let us love our fellow men.

The forces contrary to the forces named are, Faultfinding, Despair and Hatred. With Admiration, Hope and Love men build up—they construct. With Faultfinding, Despair and Hatred men tear down—they destroy.

In my opinion, our railroads—I say our railroads because they are ours—have suffered more from this faultfinding criticism than any other industry of our nation, but I am charitable enough to believe that a good deal of this faultfinding has been caused by misunderstanding of the transportation problem, and it is a few of these misunderstandings that I desire to speak of.

Misunderstanding No. 1—Who Owns the Railroads.

The assumption is general that the railroads are owned and controlled by a few of the rich, the true facts being overlooked. It is well known that our life insurance companies, our fire insurance companies, our banks, and all of our other financial institutions have large investments in the railroads of our country.

It is not known how many people own bank stock, either national or state, savings or trust companies; but the annual report of the Comptroller of the Currency for the year ending June, 1912, gives the total amount of individual deposits, in national, state, mutual savings, loan and trust companies, as $16,688,601,455. Of the total of all railway bonds issued, $10,738,217,470, our banking institutions own about one-sixth, or $1,789,702.900. And, it is also known, our banking institutions lend large sums of money to owners of railroad securities, accepting such securities as collateral.

I do not know how many persons in this country carry life insurance, but the "Insurance Year Book" in a report of the life insurance business for the year preceding January 1st, 1913, for 250 companies (including the industrials) with a combined capital of $51,165,649, gives the number of policies in force as 34,855,170, which policies represent contracts to pay to beneficiaries $19,264,793,685.

The Association of Life Insurance Presidents announce for thirty-nine companies whose assets amount to 93 per cent of the total assets of all life insurance companies in the United States, owned on December 31, 1911, $1,336,840,000, par value, of securities of steam railroad companies of the United States. Assuming this amount to be principally bonds, it means that our life insurance companies own approximately 12½ per cent of all our railroad bonds.

I have never seen any figures as to the number of persons in this country holders of accident insurance, nor, as to the number of holders of fire insurance. But the number of each is, no doubt, a large one. And our accident and fire insurance companies, as well as the companies handling risks of other kinds and our surety companies, I daresay also invest their assets to as large an extent as do the life insurance companies in the securities of our railroads.

In addition to this indirect interest in the railroads, a large number of our citizens are owners of our railroad securities. The very latest report available, compiled in June, 1912, covering nineteen of our largest railroads, showed the number of stockholders to be 297,575, as compared with 149,791 for the same roads in 1904, an increase of 98.7 per cent.

Then, too, the Interstate Commerce Commission's report for the fiscal year ending June 30th, 1911, gives the number of employes on the railroads of the United States as 1,669,809, and this figure does not include those employed by switching and terminal companies—about 678 employes to each 100 miles of railroad in our country. These people have an interest in the railroads, an interest almost identical to that of the stockholders. They have capitalized their labor, and their wages are the returns from such capitalization.

Therefore taking into consideration the direct owners of railroad stock, every man who has a life insurance contract or a fire insurance policy, every owner of stock in a financial institution—to some extent, the depositors as well, together with the employes of the railroads, you will be forced to conclude that the ownership of the railroads touches a very large portion of our citizenship, and, consequently, the assumption that the railroads of this country are owned by a few of the rich is a grave mistake.

Misunderstanding No. 2—Over-Capitalization.

How frequently we hear the statement, the railroads of this country should be permitted to earn a reasonable return upon their value, indicating that the capitalization does not represent the value of the railroads. However, when one considers the capitalization of the railroads in foreign lands, it is ascertained that the capitalization of our railroads is in fact low. Take, for instance, the capitalization of the railroads in foreign countries, as follows:

Great Britain ....$265,000 per mile
France. . ..... 137,000 per mile
Germany . ..... 109,000 per mile

as compared with the capitalization of the railroads in this country of $60,000 per

mile. I am willing to admit that there are some railroads in the United States that are over-capitalized, but, on the other hand, there are a great many railroads that are under-capitalized. Taking our railroads as a whole, I am not willing to admit that they can be reproduced for anything like their present capitalization.

It is well known that the over-capitalized railroads have not as yet paid any returns upon their capitalization. Compilations for the annual report of the Interstate Commerce Commission for the year ending June 30th, 1912, indicate that 34 per cent of the outstanding stock of our railroads paid no dividends whatsoever; this 34 per cent represents $2,909,000,000. From this same source it is also ascertained that there were nearly $1,000,000,000 of bonds which also failed to pay any interest, the exact amount being $808,000,000. Taking the bonds and stock together, there were $3,718,000,000 upon which no interest or dividend was paid.

In my opinion it will be time enough to cry over the over-capitalization of the railroads in this country when even 10 per cent is earned and paid in dividends on the present capitalization of $60,000 per mile. I say 10 per cent because all railroads have lean years, as well as fat years, and all railroads are subject to calamities, such as floods, costing millions, as was the case in Ohio and Pennsylvania last year, as well as serious accidents as has been the case with some of the railroads.

Misunderstanding No. 3—Railroad Revenue a Tax.

Unthinking persons have announced in public addresses that the earnings of the railroads were a tax upon the people. This statement is just as true as would be a statement by me that the rental of a house, the cost of a suit of clothes, or the cost of the food we eat, was a tax. You cannot get house rent, clothes or food without paying for same—and at this time our newspapers have something to say about the high cost of living—neither can transportation be secured free. And, in this day and age, it would be the height of folly to say that we could do without the transportation services of the railroads; one could say with just as much profoundness that we could do without food, without clothes, or without habitation.

The farmers of this country receive about ten billion dollars per year for their products, yet there is no one so foolish as to allege that this money is a tax upon the people.

In paying for our transportation it is simply recompensing the railroads for the one article they have for sale, an article, due to our complex social conditions at this time, we cannot dispense with, any more than we can our clothes, our house rent, or the food we eat.

Misunderstanding No. 4—Economies.

Some time ago the country was startled by an announcement by a man who never had any railroad experience, to the effect that the railroads of this country could, by scientific management, save one million dollars per day; but he failed to explain how this could be done. It is assuredly much easier to make a statement of this character than it is to accomplish the fact. At the same time directors and officers of our railroads for years have been, of necessity, working steadily on the proposition of reducing the cost of operation. Locomotives have been made larger, rails heavier, and the capacity of cars increased, with the result that the report of the Interstate Commerce Commission for the year 1912 shows an increase in tons per freight train of from 281 tons in 1901 to 409 tons in 1912.

Mr. Julius Kruttschnitt, an authority on American railroads, in an address at Harvard University in 1911, clearly proved by several elaborate tables of statistics that the railroads of the United States, through economies, saved in the handling of their business in fifteen years, from 1894 to 1909, $7,144,000,000.

Commissioner Lane, of the Interstate Commerce Commission, upon his return from the International Railway Congress, at Berne, Switzerland, in 1910, was quoted by the Chicago Evening Post as saying:

"The Congress established beyond question, I think, the supremacy of the American railroads from the standpoint of efficiency."

Mr. W. M. Ackworth, recognized as one of the highest authorities on railroads in Great Britain, said:

"It has always been my opinion that in actual economy of operation, the railways of the United States are first in the world. In number of tons per cars, cars per train; in the fullest utilization of locomotives; in the obtaining of the greatest measure of results for each unit of expenditure, they are not equalled by the railways of any other country."

No doubt economies could be had, but only at the sacrifice of service; this, however, would not be satisfactory to the patrons of the railroads. Fewer trains, both freight and passenger, could be operated; but, would

the people be satisfied with the service such as would be afforded by the practice of such economy?

If any of you gentlemen would spend a few days in the office of the president of any of our railroads, you would, I think, be fully convinced that possibly more attention is given to efficiency and economy than any other subject, necessitated by the rate making commissions on the one hand, and the demands of organized labor on the other.

Misunderstanding No. 5—Somebody Will Furnish the Money.

It is assumed by some people that rates must be reduced, and, at the same time, that money will be forthcoming from some place, to maintain the railroads, as well as to increase the facilities sufficiently to meet all the increased demands of commerce, when required.

We know that in the past twenty years both freight and passenger traffic have been increasing at the rate of about 8 per cent per annum, and that enormous sums of money have been spent, not only for larger locomotives, larger cars and heavier rails, but for additional side tracks and terminals, and no one can say that we have in this country reached the height of our commerce, and there is no reason to doubt but that the experience of the past ten years will be repeated in the next ten years, and it is this phase of the railroad question which is giving most concern to the managers of our railroads today. Where is the money to come from to provide for the increased traffic? You are all familiar with the old saying, "You can lead a horse to water, but you cannot force him to drink"; it can just as appropriately be said "You can take a man with money to a railroad, but you cannot force him to invest."

The railroads at this time are simply the paymaster of the public; they cannot pay out more money than they receive. And, in any business, when it requires all the money received over the counter to pay expenses, no one, having money to invest, can be interested to the extent of investing in such a business, and more especially while there are, as is the case today, other investments which will provide a more lucrative return, as well as afford better security for the capital and not subject it to the impetuousness of seekers after public offices, magazine writers and others, who do not scruple at criticizing everything and everybody, and cry out for laws disastrous to capital, as well as detrimental to the interests of our citizenship and the welfare of our country.

We who already have the railroads at our door must not sit idle, feeling that the further development of the transportation facilities is no concern of ours. There are many sections of our country, as well as many thousands of our people, awaiting the coming of the railroad and the prosperity its advent will bring them. A glance at the map of your state, Texas, the largest state in the Union, will show that this condition exists to a large extent right here at home. In 1911 there were constructed in your state but 414 miles of railroad; 336 miles in 1912, and 356 miles in 1913, or 1,106 miles in the last three years. And much of this mileage was, no doubt, constructed simply to meet an enforced condition, the cheapening of the cost of transportation, either by shortening the distance between some two points, a change of line to lessen grade, or the construction of second tracks to facilitate the handling of traffic.

In our entire country, with a population of 90,000,000 people, during the past year, we did not build any more railroad than did Canada, on our north, with but 7,000,000 people. Canada will soon have three transcontinental lines, from ocean to ocean, the latest one being the Grand Trunk Pacific, in regard to which the Canadian Minister of Railways and Canals, a position similar to that of the chairmanship of the Interstate Commerce Commission, in an interview in the New York Times, of January 11th, makes the following statement:

"With respect to the aid the Government is giving these railways, I may say that it has built the line for the Grand Trunk Pacific from Moncton to Winipeg and subsidized the prairie portion of the road for 916 miles west of Winnipeg, at the rate of $13,000 a mile, and for the balance of the way to the coast it has guaranteed 75 per cent of the bonds issued to cover the cost of construction.

"For the Canadian Northern, the Government has guaranteed the bonds of that road for its construction from Montreal to Port Arthur, on the Pacific Coast, while the Government of British Columbia has guaranteed its bonds for the line through the mountains to Vancouver, and given a subsidy of $12,000 a mile for 550 miles, while we have granted the road a subsidy for the line from Port Arthur to Ottawa, at the rate of $6,400 a mile.

"Our Government believes that greater consideration should be given to the construction of railways, than to the reduction of rates."

This, to my personal knowledge, has been the program of the Canadian Government

for the past twenty-five years, until today that country has a greater railroad mileage per capita than has the United States, the figures being:

Canada, about 4½ miles per 1,000 inhabitants.

United States, about 3 miles per 1,000 inhabitants.

In Canada, the men who build and maintain the railroads have been honored by England, by being elevated to the peerage; in this country, the men who built our railroads have been relegated to the steerage.

The continued advancement of our United States, in wealth and prosperity, to a very large degree, depends upon our transportation facilities, and such facilities can only be provided with money. Consequently, this field of endeavor must be encouraged, or we will have no transportation.

It would be foolish to ask men to place their money in a business, unless you could assure them that the investment, in addition to being a safe one, would afford an adequate return. Money at this time is not seeking investments, rather investments are seeking money; and our railroad investments are now so fraught with uncertainties that they are not even on speaking terms with money.

The railroads have had Government regulation both as to their revenue and expenses, but the Government has not as yet guaranteed the interest upon railroad securities, and until the time comes when the Government—when I say the Government, I mean the people—see fit to take the railroads into their own hands, everyone must be contented to give the railroads a living wage, or, otherwise, see the properties deteriorate to the material loss of commerce, the decreased value of all investments, and even the loss of life.

The railroads were constructed to serve the people, but if they cannot get pay at least commensurate with the cost of performing such service, as well as to pay their owners something on the money invested, they cannot continue to perform the functions for which they are intended.

K. C. S. Agricultural Department

The busy season for the railway company's agriculturist, in this case Mr. J. Hollister Tull, headquarters Mena, Ark., begins with the first month in the year and ends with the last. He is not, however, the only busy person on the line. It is the business of the farmers who grow special crops which keeps the agriculturist busy. These gentlemen wake up about the middle of January or the first of February and don't care whether they see their shadows or otherwise. They enter into the activities of the season in earnest. Most of the lands devoted to special crops, involving more or less intensive farming, have been prepared for cultivation and the time arrives for the final decision as to which crop shall be grown and what quantity is required to successfully come into market. Truck, fruit and berry growers' meetings are held in numerous places and a general plan of procedure is outlined. All special crops should be produced in sufficient quantity to be shipped in carload lots in order to be profitably marketed and a fairly correct understanding of the market conditions is essential. The needs of the local canneries must also be supplied and the contracts for cannery stock are made at this time. The acreage of the crop of potatoes, cantaloupes, tomatoes, cabbages, berries, etc., to be grown at each point is usually determined at these meetings. Specific information as to the most practical methods of cultivation, packing, crating, sorting, handling and marketing is at a premium and at this stage of the game the railway company's agriculturist becomes a very useful fellow citizen. He attends these numerous meetings and with his facilities for obtaining information is in position to be helpful in solving some of the problems which arise. Close co-operation is maintained with the various state experiment stations, the instructors of the state agricultural colleges and specialists of the U. S. Department of Agriculture, interested in agriculture, horticulture and the raising of live stock, and many of these meetings are attended by them for the purpose of helping to make farming operations more certain and profitable.

Agricultural demonstration trains, fully equipped with the finest strains of live stock, poultry, grains and fruits, with apparatus for illustrating lectures on agricultural or horticultural subjects, accompanied by lecturers from the several agricultural colleges and representatives of the U. S. Department of Agriculture and the experiment stations, are operated several times a year. The "Better Farming Train" of the Kansas City Southern railway made a trip in February, stopping at twenty-three stations between Texarkana and De Ridder and about 9,000 people attended the meetings held at the various stopping places.

Railway Economics

RAILROADS LOSE BY EXPRESS REDUCTIONS.

Ten to Twenty Millions Dropped—Expense Increased.

(From the Bureau of Railway News and Statistics.)

From $10,000,000 to $20,000,000 more dropped from the gross earnings of United States railroads, with less than no saving in operating expenses. That is one probable effect of the Interstate Commerce Commission's order of a few days ago reducing express rates throughout the country. So great has been the interest centered upon the effects to express companies themselves and shippers that the railroad, playing a "super" part, has been overlooked. It has not, however, been slighted. On the contrary, the railroad security owner here "gets his, going and coming."

What the exact effect of the reductions will be is beyond anyone to forecast. While some of the loss may be made up by an increase of business at the lower rates it is doubtful if this will approach compensation. The average extent of the reduction is estimated at from 25 to 30 per cent. In general the effect upon gross revenues of the express companies has been estimated at about $25,000,000 yearly, while others, figuring upon the gross receipts for the year to June 30, 1912, which was $160,121,932, estimate the loss in gross revenue at from $42,000,000 to $45,000,000 annually.

Under their contracts with the express companies the railways get a fixed percentage of the gross express transportation receipts. Out of every dollar the express company takes in the railway, varying with the contract, gets from 45 to 55 cents. Counting the railways' portion as one-half, the loss in gross earnings to the carriers is $12,500,000 if the express companies' loss is $25,000,000; if it is $45,000,000 the carriers stand to lose $22,500,000 in yearly gross earnings.

This the railroads would stand to lose if the express traffic remained undisturbed at the level of the fiscal year of 1912. But this is not all. There is another loss which is possibly greater. On packages under four pounds for all distances the present parcel post rates are cheaper than the new express rates. Since traffic seeks the cheaper channel, most of this is lost to the express companies. They claim that 30 per cent of the revenue formerly received from parcels weighing 11 pounds or less (the parcel post limits) has been taken away by the new postal service.

Regardless of the effect on the express company, what is the result for the railroads? It loses one-half of the rate reduction on traffic remaining to the express company. It loses entirely on the traffic taken away! For the railroad must carry the freight for parcel post as well as express, except that instead of receiving 50 cents on every dollar for this business it now receives nothing. Parcel post mail, introduced with no provision for reweighing to ascertain the increased tonnage carried by the railroad, causes a loss to the carrier of 50 cents on every dollar gross revenue going to the parcel post service. And the business thus carried free adds to the railway operating expense attributable to postal service as the free parcels tonnage rises.

Such a curtailment of railway revenue is nothing new, for a consistent maintenance of this attitude toward railway mail pay has entailed a striking restriction of railroad earnings from this source in proportion to the growth of the business. This is brought out graphically by comparison with the postal revenues accruing to the government and payments to the railways by the express companies, either of which may be regarded as measuring roughly the growth of business. Such a comparison follows:

	Railway Mail Pay.	Postal Revenue.	Express Pay.
1902.....	$39,963,248	$121,848,047	$34,253,459
1905.....	45,426,125	152,826,585	45,149,155
1908.....	48,517,563	191,478,663	58,602,091
1911.....	50,702,625	237,879,823	70,725,137
1912.....	50,458,769	246,744,015	73,053,799
Increase	28.8%	101.7%	113.3%

While postal revenue was increasing 101.7 per cent and express business 113.3 per cent, the payments to railroads for hauling mail grew 28.8 per cent. The present reduction in express and parcel post rates may be expected to extend the contract.

Traffic Doubles Every Decade.

Mr. Richard H. Edmonds, editor of the Manufacturers Record, who has just returned from a six weeks' trip through the South and Southwest studying railroad and business conditions, makes the following comment thereon:

"The railroad traffic of this country practically doubles every decade. The magnitude of our railroad business is seen in the fact that the Pennsylvania Railroad hauls a greater tonnage than that of all the railroads of England, Ireland, Scotland and Wales, and on the average hauls it three times as great a distance, so that on the ton mileage basis the Pennsylvania Railroad hauls three times as much freight as all the railroads of the United Kingdom.

"The traffic on the United Kingdom roads increases slowly as compared with the traffic in this country, and it is estimated that the traffic on the Pennsylvania will double in the next ten years. Similar conditions prevail throughout the country.

"To increase the railroad facilities rapidly enough to keep up with the growing traffic needs of the country would require an investment of at least $7,000,000,000 to $8,000,000,000 within the next five or ten years, in addition to the usual amounts expended for betterments and increased rolling stock. If we are to double our railroad traffic in ten years, we ought certainly to increase our transportation facilities in that time to 50 per cent or more and take care of the still larger volume by increased motive power, larger cars and heavier rail equipment.

Where Is Money to Come From?

"Where so vast an amount of money is to come from is a question which confronts the financial interests and the railroads of the country. No answer to the question is in sight, but if the money cannot be provided, then the volume of traffic will be so far ahead of the facilities for handling it that the railroads five or six years hence will be wholly inadequate to meet the emergency, and the machinery of transportation will break down except on the best roads in the country, just as it broke down in 1907 and helped to bring about the financial conditions of that year.

Spent Nearly a Billion of Dollars.

"During the last five years not far from $1,000,000,000 has been spent in road building and the betterment of roads of the South and Southwest; but even this vast sum has merely enabled the roads to keep from falling behind; it has not enabled them to push their development ahead looking to the future."

CONTEMPORARY COMMENT.

What the Railroads Do.

Howard Elliott, President of the Northern Pacific Railway, in Leslie's.

It seems very simple to see the passenger trains run in and out of the station; to order the freight car and send the grain to market; to telegraph to the nearest large town for supplies, and in twenty-four or forty-eight hours have them delivered. But it is not so easy and simple as it seems, and there is danger today that the next great uplift in business in the United States will find the railroads, as a whole, sorely taxed to furnish the transportation needed for the commerce of the country. Why? Because a misdirected public opinion is demanding rates too low, taxes too high, wages too high, service too elaborate, and there are not cents enough in the dollar to meet all these obligations and still permit the business to be attractive enough so the man with the dollar will invest it. Our American railroads have done good work, and can do better, and it is to the farmers' selfish interest to see that they are so treated that they will be ready at all times to handle business. To be ready requires constant expenditure.

American railroads are capitalized at $60,000 per mile, British railroads at $275,000 per mile, French railroads at $141,000 per mile, German railroads at $112,000 per mile, and Austrian railroads at 115,000 per mile. The average pay of American railway employes is $668 per year, of British railway employes $251 per year, of French railway employes $260 per year, of German railway employes $382 per year, and Austrian railway employes $260 per year. The average charges for hauling a ton of freight 100 miles is in the United States $0.75, in England $2.80, in France $2.20, in Germany, $1.64, in Austria 2.30.

Miscellaneous Mention

THE FISHES OF THE OZARK MOUNTAIN STREAMS.

The fisherman of the inland streams may be an ardent disciple of Isaac Walton, who has in him the love of work and the enthusiasm of the sport, or he may be the chap who has been tired all the year and is more tired in the fishing season than at any other time. The one will sleep while the fish bite, and the other will fish with the same energy and enthusiasm with which he follows his daily avocation. A hook dropped into any of the Ozark Mountain streams may become fast to any of twenty odd kinds of fishes, some of high degree and others very commonplace. Small and big-mouthed black bass abound. Both are vicious, resourceful and tenacious fighters, and are a joy to the expert fisherman who may land them, while the tyro can tell of the fish that got away. The rainbow trout, introduced in most of the clear streams, does some good fighting on his own account, and the same may be said of the channel cat. The perch, goggle-eye, etc., found in all streams, do not last long when on the hook but for a minute or two put up a good fight. The crappie is a simple-minded sort of a fish, the catching of which is like taking candy away from a three-year-old child. Rock bass, log perch, goggle-eye, red-eye and sunfish, generally occupy the same waters. The jack salmon, found in many of the streams, is in all respects a game fish. Among the less desirable catches are the carp, buffalo, suckers, eels, hickory and gars, the latter two deemed utterly worthless, but respected as expert bait thieves. Five or six varieties of catfish are found in the various streams, the channel cat preferring the clear mountain streams.

KANSAS CITY'S LIVE STOCK INDUSTRY.

The shipments of live stock from the several states geographically most convenient to Kansas City in 1913 were as follows: From Nebraska, 87.153 head; from Colorado, 314,594 head; from New Mexico, 177,568 head; from Kansas, 3,079,132; Oklahoma, 252,797; Texas, 300,667; from Iowa, 65,149; from Missouri, 611,295 head, and from Arkansas 12,655 head. Total, 4,901,010 head.

The number of feeders shipped from Kansas City to the several states was as follows: Nebraska, 22,627; Colorado, 7,214; Kansas, 189,696; Oklahoma, 7,664; Iowa, 201,524; Missouri, 281,638. Total, 710,363.

OIL PRODUCTION OF THE BEAUMONT FIELD.

In 1901 and 1902 everyone who knew anything about oil knew about Spindletop oil field. This was one of the most remarkable and most prolific oil fields the world had ever heard about. The entire area of this field was only 225 acres. In twelve years and five months it produced 44,000,000 barrels of oil, not including several million barrels which went to waste in the first two years, 1901, 1902. The production of oil at Spindletop has been gradually decreasing. It amounted to 822,916 barrels in 1912 and 671,745 barrels in 1913.

BUSINESS WILL BE BETTER.

J. W. Perry, Banker, Predicts Great Activity in Business as Soon as the Reserve Banks Are in Operation and the Benefits From Same Are Shown.

J. W. Perry, president of the Southwest National Bank of Commerce of Kansas City, Mo., in an address before the National Land and Immigration Association, admitted that the banker tries to keep money at home. He said: "The banker does unquestionably try to keep deposits at home. And he tries to keep the people in the community, for he knows that sometimes the land agent makes statements that are not borne out by the facts." He urged the land men to compel their agents to tell nothing but the truth, and then spoke of the good work of getting the people back to the soil. He said:

"Your first qualification should be character. You can do a great work, but you must help those who trust you. I believe in Back to the Farm, and Back to the Soil, but you must make your land produce as you say it will.

"Have every acre do its full duty, and the railroads, the bankers and the landmen will have plenty of business. The railroad has no right to transport you or your agents and customers at a less rate than me or mine. If it were not for the fact that you

help develop the country, then I would say, 'withdraw the rate.' The railroads must live and have proper protection. It is a big mistake to harass them, and the country will soon awaken to the fact that the railroads have had too many burdens to bear for several years past.

"There is an era of development coming that neither you nor I have ever experienced. The new banking system will make money safer, easier and more plentiful. Get in on the good things to be created. Encourage intensive farming, the breeding of live stock, the production of fruits, etc., and as the Bankers' Association has raised the standing of the banker, so will your organization increase the prestige of the land man."

THE OUTLOOK FOR THE FRUIT CROP.

The apple crop of 1914, as far as can be ascertained, is promising. There have been one or two sharp frosts during the first two weeks in April, but from what little information that is available the outlook is good for a fair crop.

In regard to the peach crop the reports are somewhat muddled and conflicting estimates come from various points. The estimates made before the frost indicated a crop of about 2,500 car loads from Arkansas, mostly Elbertas. In the vicinity of Clarksville, Russelville, Cabin Creek, Dardanelle, etc., a crop of about 800 car loads was expected. At Ozark, Ark., 60 cars; Alma, 75 to 100; Morrillton, 40; Van Buren, 300 to 400; De Queen, 30 to 40; Alkins, 7 to 8. In most localities a full crop was anticipated, but the more recent reports indicate that in some localities only 15 to 25 per cent of standard crop will be secured. The money loss in the Van Buren and Fort Smith district is variously estimated from $250,000 to $500,000. In Benton county a crop of 30 to 50 per cent is estimated; and the apple prospects are considered very good.

The strawberry crop appears to have suffered from excessive dry weather last summer and was also hurt by the frosts. The car load shipments from Arkansas and Missouri last year amounted to 1,500 to 1,600 car loads, and this year the indications point to 1,200 to 1,300 car loads. It is estimated that Anderson, Mo., will ship this year about 45 cars against 85 cars last year. Neosho, Mo., will have about 60 cars against 119 cars in 1913; Monett, Mo., expects to ship 35 cars against 93 cars in 1913; Alma, Ark., excepts to have 35 cars; Van Buren, 50 to 60 cars; Morrillton, Ark., 35 cars against 55 cars in 1913; Horatio, Ark., 20 cars; Springdale, Ark., 25 to 30 cars; Rogers, Ark., 30 to 40 cars, and from adjacent territory 250 cars against 501 cars last year. Goodman, Mo., 10 cars; Aroma, Mo., 14 cars; Logan, 20 cars; Republic, 10 to 12 cars; Butterfield, 30 cars; Marionville, 10 cars; Belfast, 6 cars; Seneca, Mo., 10 cars; Comfort, Ark., 12 cars; Russellville, Ark., 12 cars; Decatur, Ark., 5 or 6 cars, and Mulberry, Ark., 15 cars.

About 60,000 grape vines have been planted this fall and winter in the vicinity of Anderson, Mo.

Cantaloupes, in considerable acreage, are being planted at various places. Horatio, Ark., will have 200 acres; Mineral, Ark., 70 acres; Plumerville, Ark., 150 acres, and smaller acreages at De Queen, Ark., Gillham, Ark., Morrillton, Ark., and Alma, Ark. Ark.

Radishes and commercial truck are being planted at De Queen, Ark., Alma, Ark., and numerous other places.

Six hundred acres will be planted in tomatoes around Neosho this spring for the canning factory and other commercial uses, says the Democrat. The canning factory has already contracted for 200 acres, and they have quit making contracts, as they have now all they can handle. The members of the Southwest Missouri Tomato Growers' Association have agreed to put out 300 acres and it is estimated fully 100 acres will be planted by other growers.

Cleveland, Mo., is thirty-two miles south of Kansas City, Mo., and is a noted cattle shipping point. It produces large quantities of grain, much of which is milled at Kansas City and shipped to other localities from that point. Cleveland affords a good location for a well-stocked general merchandise business. A Furniture and Undertaking business would do well, and there is also an opening for an automobile livery and repair shop. Mr. L. W. Kircher, Cleveland, Mo.

Pineville, the county seat of McDonald County, Missouri, has voted a bond issue of $6,500 and will erect a high school building to be ready for the fall term.

Leesville, La., a city of about 4,500 people, needs a good steam laundry. Address for information the West Louisiana Bank or the Commercial Club.

The engravings used in "Current Events" are made by the Teachenor-Bartberger Engraving Company of Kansas City, Mo.

The number of people in the United States in the year 1907 was 87,178,958. In 1913 there were 96,765,573. The number of cattle in the United States in 1907 was 72,534,000; the number in 1913 was 56,627,000. The population is constantly increasing, while the number of cattle to supply that population is constantly decreasing. Arkansas has a land area of 33,616,000 acres, only 8,076,-254 acres of which are improved farm land. In other words, there are at least 20,000,000 acres in Arkansas which can in part or entirely be devoted to stock raising. Marketable cattle can be produced in any section of Arkansas for from three to three and one-half cents per pound, and hogs for less. The Lord makes new men and women every day in the year, but the farm land acreage is not increasing sufficiently to be noticeable. Therefore, a word to the wise ought to be sufficient.

Wichita, Kans., is the largest broom corn market in the United States. In the last two years the transactions in broom corn have amounted to $12,000,000 and probably 90 per cent of all the broom corn used in this country is marketed through this Kansas shipping center. The man who raised the first acre of broom corn in Kansas is still identified with the broom corn industry. He is Frank G. Hawkinson and lives at McPherson, Kans. In some years he has obtained as much as $124 a ton for his broom corn, getting a revenue of $10,000 from 300 acres. Broom corn brought $174 per ton recently for the highest grade, and from that ranged down to $30, showing how much depends on quality. From 3,000 to 4,000 tons are sent to South Africa, Cuba, Canada and other parts of the world.

The hen can't plow, hoe corn or split wood, but she gets there just the same, declares the Downs News. She doesn't cost more than a drink of whisky and a plug of tobacco, but she can earn 8 per cent interest on $25 in a year and pay her board besides. The fellow who doesn't think she can earn more money than a grocery store loafer doesn't know much about her. Take an old speckled hen that has no raising at all, one which has been thrown out of a corn crib, kicked off a porch and chased out of the garden by a worthless pup; just take that sort of a hen; she will pay expenses and make 52 per cent a year, and that is more than can be said about a lot of cracker barrel statesmen in this country who will not stoop to do anything short of running the government.

That not all the wisdom of the country is confined to the Louisiana state boundaries is shown in the fact that Mr. W. E. Gray of Carrollton, Mo., could go to Shreveport, Louisiana, and buy 600 shoats and ship them to Carroll County, Missouri. With a crop of 65,000,000 to 75,000,000 bushels of corn in sight it would seem that Louisiana should be buying shoats rather than selling them, but Arkansas and southern Missouri are equally guilty for they shipped 25 carloads—about 4,000 head of shoats to Carroll County last year.

The total cotton production of the United States (bales ginned) up to October 25, 1913, for the year amounts to 6,986,583 bales. Of this total production, Arkansas produced 324,509 bales; Louisiana, 161,605 bales; Oklahoma, 396,511 bales; Texas, 2,434,563 bales.

The world's estimated production of 1912, was 21,457,000 bales of 500 pounds, net, supplied as follows: United States, 13,696,-000 bales; India, 3,158,000; Egypt, 1,523,000; China, 1,074,000; Russia, 950,000; Brazil, 320,000; all other countries, 736,000 bales.

During the last week in February, 1914, there has been unusual activity in the Louisiana oil fields. The Standard Oil Company brought in a 3,000-barrel well near Mansfield, La.; the Rescue Oil Company obtained a 4,000-barrel well at Vinton, La.; the Gulf Refining Company one of 3,000 barrels, the Pennsylvania Company one of 400 barrels at Edgerly. The daily output of the Caddo district is now 25,000 barrels, De Soto district 10,500 barrels and Gulf Coast in Louisiana 6,900 barrels.

The lumber production of the United States during the year 1912 amounted to 39,158,414,000 feet board measure, 2,719,163,-000 laths and 12,037,685,000 shingles.

The Louisiana production of lumber in 1912 amounted to 3,876,211,000 feet. There were 225 saw mills in the state, with a daily output of 13,319,000 feet. Louisiana now occupies the second place among the lumber producing states of the Union.

From a report of the U. S. Forestry Service it appears that Arkansas in 1911 had 1,127 saw-mills, which cut 1,777,303,000 feet of lumber. Five hundred and seventy-one of these mills produced 1,090,744,000 feet of yellow pine and 765 mills cut 299,-187,000 feet of hardwoods. Cypress lumber was cut by 170 mills, which cut 45,229,000 feet.

To the man who owns a few acres of land in the suburbs of Shreveport, and knows how to raise tomatoes, the price of cotton, the high cost of living, or all the panic rumblings of Wall Street have no terrors.

A suburbanite whose name is Joe Rockefeller has just netted $800 from one acre of tomatoes, according to a testimonial to the North Louisiana Truck Growers' Association, which he has just contributed.

His testimonial states that he set out 500 plants, covering just a little over an acre, and realized over $800, making the yield $800 an acre, which has cotton or corn beaten all to pieces.

He first planted the seed in a hot bed in January, and they were transplanted later. —Shreveport Times.

Two hundred acres of new figs will be planted this spring in the vicinity of Seabreeze, Tex., and the Swedish settlement near that place, both of which are near the preserving plant of the Brown Fig Company. This will make a total of about five hundred acres of figs within two or three miles of the preserving plant. Rooted trees are being put out and it is expected that some figs will be gathered from them this fall. They should come into good bearing next fall. Though the growing of figs for commercial purposes is comparatively new in this section, the industry is flourishing and the acreage is increasing steadily.—Beaumont Enterprise.

The Reid-Murdock Pickle Salting Station at Beaumont has just contracted with the farmers for 100 acres of cucumbers and the local fig canneries have contracted for increased supplies. The canneries at Lake Charles, La., Shreveport, La., Decatur, Ark., Neosho, Mo., and other places are now making contracts for the present year's supplies.

The Best-Clymer Manufacturing Company, who are now building a sorghum syrup factory, are now making contracts to secure the necessary sorghum cane to operate their new plant.

Texarkana, Ark., Jan. 22.—Thomas Moore, a market gardener whose place is a couple of miles north of town, brought in this morning and sold a dozen boxes of fine ripe strawberries which he grew on his farm. The fruit readily sold for 50 cents a box.

The present has been one of the mildest winters, so far, in many years and winter vegetables of most kinds are much more plentiful than usual. Several other farmers report that they will have ripe strawberries within the next few days.

Waldron, Ark.—W. H. Gehr is one of Scott County's farmers who raised 140 bushels of Commercial White on one acre and 123 bushels of Gehr's White Beauty on another acre. The latter seed was developed by Mr. Gehr. The corn was raised on ordinary upland under scientific methods. Mr. Gehr claims to be the champion corn raiser in the county. He removed here two years ago from Orlanda, Okla., and purchased a farm three miles from the city.

The shipbuilding industry at Lake Charles is an important asset in that community. About 300 men are employed at the Clooney Construction Company's plant and the weekly payroll is in excess of $4,100. Boats and barges of all descriptions are built there as well as large dredge boats used in the government service. Sea-going tugs and barges, used in Mexican waters and in the sulphur, lumber and oil trade, are constantly being completed and sent off the ways.

The town of Richards, Mo., is indulging in a few thrills incident to an incipient development of an oil industry. This useful liquid has been found on the Brannon farm at a depth of 160 feet and the owners are boring deeper in the hope of finding more of it. Oil has also been found at Swart, Mo. The Lawson farm, the Wall farm, the Turley farm, the Johnson farm and so far every boring 200 feet deep has developed oil.

The fruit crop of northwest Arkansas on March 1, 1914, is reported by State Senator P. A. Rogers of Gravette as follows: The prospects for apples were never better in northwest Arkansas than now. The peach crop will be light on account of a severe cold spell in January and the berry crop has been reduced to one-half by the excessively dry weather of last year.

Mr. H. S. Ely of Neosho, Mo., had a crop of sweet potatoes from 87 acres of land on which he made a profit of $3,000 in 1913. The yield was between 11,000 and 12,000 bushels, averaging about 125 bushels per acre. The season was unusually dry in 1913, but persistent cultivation produced a fine crop.

K. C. S. RAILWAY
Employes' Supplement Number 9
F. E. ROESLER, Editor

L. C. L. SHIPMENTS AND BILLING WEIGHTS.

G. T. Burke, Agent Western Weighing and Inspection Bureau, Oklahoma City, Okla.

This article is written especially for the agents in the Oklahoma district, but deals with three subjects that perhaps need attention on our whole system.

In the Oklahoma district our agents are apparently unaware of the vast importance of paying close attention to the matter of properly marking and packing L. C. L. shipments, and the following lines are based on shipments that have actually moved through Oklahoma City from points in Oklahoma district. We believe that a plain heart-to-heart talk with the agents through the columns of this magazine will help to remedy matters.

Figures from the claim department prove that poor marking and packing are costing thousands of dollars every year. Of course, we cannot expect to make the whole system good all at once. But we can, and if we try sincerely we will, make our district a hundred per cent better than it is at present. Now, Mr. Agent, let us get together on this matter and see just how you can help to get down to details.

The next time Mrs. Smith comes to the station with an old pulpboard box filled with jars of fruit going back to the folks, said pulpboard box being filled with a hundred pounds of fruit, when its capacity is only forty pounds, and box is tied with an old string or rope, when Classification Rule 42 provides for sealing with glue and paper strips, just say to the lady that you are sorry, but she will have to pack that fruit in a wood box or barrel, in excelsior packing, before you can accept it. You can and should insist on this, and you have the Western Classification and the management of your company to back you up on it.

Or when Joe Dokes brings a sewing machine down to ship, insist on it being crated so that it is inclosed on all sides in a good strong crate, or if it is a trunk, insist on it being completely boxed with good lumber. You have the authority in the Western Classification for insisting on it, and you have the company begging you to do it. So, Mr. Agent, why not? If it is a buggy, don't let him put a ramshackle crate on it, and be accepted. Insist on a strong crate that will endure the rough handling incident to transportation. If a tub of dishes is presented with a shipment of household goods, don't accept it. Make them use a box; or if any kind of box or barrel uncovered is offered, turn them down. Make the shipper put a good strong top on boxes and a wood head in barrels. Rule 8 of the Western Classification is your authority. Enforce it. It is no good if you don't.

If success is to be attained on the packing question, and if we know it will be because "everybody is doing it," from the general manager down, just keep in mind this rule of the Western Classification: "Goods must be securely packed before accepting." Also keep in mind the fact that the management of the company will stand behind you.

Now, in regard to the marking of L. C. L. shipments. Rule 7 of the Current Classification covers this very conclusively, but to get down to the practical way in which it affects you, Mr. Agent, at your little station:

When Sarah Jones offers her household furniture and personal effects for shipment, marked with little pieces of cardboard, tied on with common twine, don't accept them. Give her some of those linen tags you have in the office, and make her use good strong cord in tying them on. If you have none of these tags on hand, get in connection with Parsons at once, and order 500 or so. Notice the boxes in the shipment, and insist on any old consignment mark being erased. Efface every mark except the right one, and insist on it being very plain, and do not let them use a small pencil for marking; insist on a brush and marking pot being used, or something equally plain. Remember that when a shipment leaves your station, the Lord only knows where it will go to, and for this reason try to make a great big effort at doing your part to start it off right.

Next is the L. C. L. weighing. If there is any one sin that will send the agents of this district to railroad perdition, it is the sin of not securing accurate weights on L. C. L. shipments before forwarding; and worse still is the habit of guessing the weight, and then billing it as though it was an actual scaling. If you only knew the thousands of dollars that are lost in this manner I surely believe it would make a Christian of you on this question. If you haven't got the time to actually weigh a shipment and must estimate it, for goodness sake, please bill it "Estimated weight," and then the receiving agent will know that weighing is necessary before delivery.

In these days of adverse railroad legislation on the part of the states and government, when it seems that they are trying to legislate us off the maps, it certainly behooves us, who derive our living from the much abused and much misunderstood railroad, to show our loyalty and appreciation, by doing our utmost to protect her interests the same as we would our own.

In closing, will ask you, gentlemen, to let these three things sink into your minds as deep as possible: **Marking, Packing and L. C. L. Weighing**; and let us join together in making the Oklahoma district an example on these three questions for the whole system.

QUADRENNIAL WEIGHING.

Quadrennial weighing of United States mails carried by railways or otherwise under contract will be begun February 18th in several states.

The weighing period lasts four months, during which time every package of mail carried within the territory affected is carefully weighed. In order to reduce this labor to proportions that may be handled conveniently by the department the entire territory comprising the United States is divided into sections of several states and weighings held in the sections separately.

The effects of the parcel post service, inaugurated a few months ago, will be, it is conceded, to enlarge the total weight of mails handled to a significant degree.

Many of the transportation companies have been urging the fact that they are required to carry the entire parcel post business under the old contracts practically without any remuneration, as a reason for desiring a new weighing to be had and readjustments in contracts made accordingly.

NEW REFRIGERATOR CARS.

Improved Methods of Construction Will Be Seen Here This Year.

A new style of car, it is stated, will be found occasionally at the re-icing station here during the icing season. It will be a refrigerator car well built and well insulated, and the icing arrangements will be such that the cold air will be well circulated throughout the car. The new style cars will be used in shipping meats, fruits and vegetables from the South and to the North by the American Refrigerator Car Service. This company, it is stated, recently placed an order marked "rush," and it is expected the new cars will be in service by May. The cars are to be made with a new circulating principle, which it is claimed not only will keep the contents at a uniform temperature, but also will carry away the moisture given off by the contents.

When these products are loaded into a refrigerator car without any pre-cooling, it usually is advisable to ventilate the car to the first icing station in order to eliminate the moisture given off by the warm products.

The new style of cars, by their peculiar structure, are continually ventilating the car throughout and at the same time maintaining a regular temperature, cool enough to protect the contents at the same time. They carry both types of bulkheads, the syphon and solid insulated bulkheads, and the use of both, it is claimed, gives a satisfactory circulation of cold air. These cars, it is said, will consume only about one-half the tonnage of ice as the old style.

The Kansas City Southern shops have an up-to-date cafe on the shop grounds for the benefit of shop employees and others who feel disposed to patronize it. A. L. Wiles is promoter of the innovation, which is open for patronage. It is said that a lunch is served for 15 cents. Two kinds of meat, fruit, vegetables and pastry will compose the lunch, and in addition, for 5 cents, a quart of coffee is served; or the same price will be charged if the patron wishes only one pint of coffee at each meal, the quart being divided into pints for the meals, as desired; a quart will cost the same. As a starter lunches were furnished in baskets for the noonday meal for those who had previously ordered them. It is said that half the employees of the shops carry their lunch buckets and baskets to the shops, and to put up a lunch it is estimated costs nearly 25 cents, even from the home tables.

INSPECTORS MUST BE OBEYED.

Men Who Examine Passenger Coaches Have Final Authority.

If you never have, in your travels, the next time you are taking a trip on a railroad, listen, and when you come to a division point you will hear something pounding the wheels of the coach in which you are riding. This pounding will be heard on the wheels of every coach in the train —one on one side and one on the other. If you will take time, and are enough interested, step out onto the platform and get acquainted with the men who are doing the tapping. They will tell you that they are tapping the wheels of the coach for the safety of the passengers. If the wheel sends out a clear ring they are satisfied. The men are car inspectors, and you will find them dressed in greasy overalls and jumpers, their hands dirty and their faces begrimed, for their work makes it necessary for them to come in contact with dirty parts of the cars. The car inspectors will have tools in their hands, and after night they will carry in addition a torch. They always are on the job, regardless of the weather. To the uninitiated they do not seem to have any authority, but they really are authoritative gentlemen. They can, while passing along the train, detect any irregularities, in the way of the loosening of a bolt, nut or screw, or anything that is wrong with the brakes, or the couplings.

Be it the private business car, the car of the president of the road, or the car of the President of the United States, a Pullman sleeper or diner, or just a common coach, in which they happen to find a defect, they put a few hieroglyphics in chalk on the side and walk away. A switchman usually is standing near, and if the chalk marks are made, he simply reports to his foreman and the car is set out and switched onto the repair track, where it remains until the inspector is satisfied that it is ready for service again. The conductor or trainman who disobeys the edict of the car inspector after it goes on the side of the car in chalk, might as well fix for a vacation of several days.

TAKING THE VALUATION.

A Southern Committee is at Work Under Engineer Wallace.

The Valuation Committee, in charge of Assistant Chief Engineer W. W. Wallace, is making a very careful inventory of all of the company's property, in the way of bridges, culverts, buildings, tracks, including the counting of the ties, cattle guards, whistling posts, road crossing signs and in fact everything owned by the Kansas City Southern, and when it finishes, in Port Arthur, it will have made the inventory of all branch lines, side tracks, etc. It is estimated that the work will take about five or six months. It is necessarily very slow. When it is completed, the report will show the exact valuation of the Southern, together with its branch lines, between Kansas City and the Gulf coast. This report will be made to the general offices of the company and also to the Interstate Commerce Commission's office now established in Kansas City for the convenience of the Western district. The Kansas City offices will handle all railroads diverging from Kansas City.

The Valuation Committee has been asked by the Interstate Commerce Commission and it seems that the Southern is among the first roads to start out on the work. In addition to this committee the Government will also start out a committee in charge of a Government engineer, who will go over the same work as the railroad committee and make the same careful invoice and report to the commission. Engineer Wallace, who is in charge of the company's committee, was recently promoted to the position of assistant engineer for the purpose of looking after this work.

ABOUT APPRENTICE SYSTEM.

Editor Headlight:

Your article of January 24th regarding the apprentice system of the Kansas City Southern Railway Company was carefully read with much interest and a feeling that you had been misinformed concerning the rules in force in the shops of that company. The announcement February 7th in your columns of a change in the company's policy toward its graduated apprentices has confirmed this belief, as there has been no change.

The apprentice system, as followed by the Southern, is restricted, as to number of apprentices employed, not entirely by the initiative of the company, but by universal custom, and the requests of its journeymen mechanics.

There has been no rule in force for several years that denied an apprentice the privilege of remaining in the service of the company at the expiration of his apprenticeship, provided he was a diligent and qualified mechanic. No young man who possesses this requirement is pushed out into the world, or to other shops. There are men in the service who have been con-

tinuously employed for many years, having served the regular apprenticeship and passed to the ranks of mechanics, and others who have recently reached this goal. A large per cent of the skilled workmen employed by the company are of the "home made" product.

Apprentices are not, as a rule, "turned out in a slipshod way." Of course, there are exceptions, when a young man cannot be induced to devote sufficient interest and energy to his work to assist his employer in the task of his mechanical education. Many of the mechanics who graduated in the Kansas City Southern shops are of the highest order and are continually increasing in knowledge and usefulness.

A special supervisor of apprentices would be valuable, in a technical way, to the young men learning mechanical trades. However, each foreman is a supervisor of the apprentices in his department, and as he is qualified in that particular department, and is usually quite proficient, serves the requirements of supervisor for the moderate sized shops. This is not intended to reflect against the supervisor of apprentices, where the number of apprentices employed will warrant the retaining of such an official, but rather to remove the impression that may have been left that an injustice is practiced on our future mechanics.

With reference to your article published February 7th, regarding a new rule, by which an apprentice will be given an opportunity to remain in the shops, I am authorized to say that no ruling has been effected by the present administration that assures any young man that he will be retained in the service when he has completed the period of his apprenticeship. This lies with the individual, now as in the past, and if he is zealous and competent he will be rewarded with the fruits of his application to duty; otherwise he will be required to improve his capacity before he will be employed by the company at the standard mechanic's rate of pay.

Very respectfully, AN EMPLOYEE.

K. C. S. HAS FINE ICE HOUSE.

Concrete Structure Is Expected to Prevent Shrinkage.

The typical railway ice house is described as a large frame structure with poor insulation and little or no provision for mechanical handling of ice. In the operating of such a house it is asserted both the shrinkage of the stored ice and the cost of getting it to the cars are unnecessarily high. Several roads are realizing this, and the possibility of saving a part of this expense by building better ice houses and making careful studies of designs with reference to ultimate economy are being made. A few days ago representatives of two other roads were in Pittsburg looking over the Kansas City Southern storage and re-icing plant which is maintained by the Standard Ice & Fuel Co., with a view to securing ideas as to the best way to construct ice storage plants or ice houses, where economy may be maintained by handling the product.

The same representatives looked over some of the ice houses of the Northern Pacific, but were better impressed with the plant located here. The Pittsburg storage ice house is one of the mainstays of the Southern ice supply, although the road has ice houses at other points. The Northern Pacific ice houses, as far as the men here have seen them, are constructed of concrete, involving an outlay 25 per cent greater than for wood. In a combination with the granulated cork insulation which was used. It is said that type of construction is designed to materially reduce the shrinkage, which results in an important annual saving.

"The results of the operation of these new houses," one of the representatives said, "will be carefully watched for data on the actual saving to be effected by the suggested improvements. The plant in Pittsburg, however, comes as near perfection as could be desired, from an economical point of view, and the Southern is certainly fortunate in having the plant on its line."

A "Pigs Is Pigs" sort of story comes from the Maryville Tribune, the hero in this case also being a mule. The mule was shipped from Lincoln, Neb., to a man in York county over the Burlington, shipping charges collect, to a man who had bought it sight unseen. When he did see it he refused to either pay the charges or accept the mule. Finally the railroad shipped the mule back to Lincoln, where its original owner refused to take it back. The purchaser has sued the Lincoln man, and it is said that, however the case goes, it will be appealed to the supreme court, which is already two years behind in its docket. In the meantime the mule is being boarded in Omaha and the Burlington has had to guarantee the feed bill. The railroad is pulling for the mule to die.

HOW THE AIR BRAKE WAS DISCOVERED.

George Westinghouse was born on October 6, 1846, at Central Bridge, N. Y., and in 1856 the family moved to Schenectady, where his father established the Schenectady Agricultural Works.

The boy attended the public schools, but he was a born inventor, and before he was sixteen he put together a type of a rotary engine, and very soon after this he stood successfully the examination for the position of assistant engineer in the navy. He was still working on that engine when he died.

The idea of the air brake was in his mind in his younger days. He began experiments in 1866 with a brake operated by steam. A test convinced him that he was working along impracticable lines. By the time the steam was sent from the engineer's cab to the brake it had lost all power.

One steaming hot day in August he was putting in the noon hour at his father's office, working out his brake plan. Immersed in this labor he was suddenly startled by the appearance at his side of a little girl.

"Won't you take it, please?" she said: "They"—pointing to the clerks—"don't want it."

"Take what?" he asked, only half recalled from his plans.

"This magazine. I'm putting in my vacation getting subscriptions."

Mr. Westinghouse was always generous and good natured. Quite naturally, therefore, he "took" it, abstractedly, never dreaming of the tremendous results that were to flow from this slight kindness. The little girl thanked him and disappeared. She never entered his life again. Even her name is forgotten and the name of the magazine.

The magazine came along in due course of time, and Mr. Westinghouse was idly turning its leaves one September evening, when his attention was riveted by a small item that described the building of the Mont Cenis Tunnel. It told of the operation of the drilling apparatus in that tunnel at a distance of three thousand feet from the air compressor. The possible employment of compressed air in the operation of the brake flashed across his mind.

"I have it," he exclaimed, and, throwing down the magazine he began to sketch roughly the plans of the first air brake as it was afterward applied.

Mr. Baggaley, in Pittsburgh, undertook to defray the cost of constructing the apparatus needed to make a demonstration. Railroad officials of the Pennsylvania and what was then known as the Panhandle railroads were invited to inspect the apparatus and witness its operation. The Steubenville accommodation train, consisting of a locomotive and four cars, was placed at the disposal of Mr. Westinghouse.

"Upon its first run after the apparatus was attached to the train," said Mr. Westinghouse in telling the story to the American Society of Electrical Engineers a short while ago, "the engineer, Daniel Tate, on emerging from the tunnel near the Union Station in Pittsburgh, saw a horse and wagon standing upon the track. The instantaneous application of the air brakes prevented what might have been a serious accident, and the value of the invention was thus quickly proved and the air brake started upon a most useful and successful career."

At a dinner in Washington given to the members of the International Railway Congress in May, 1905, a diplomat, in speaking on the subject of the importance of railway brakes, said he felt safe in saying the air brake had saved more lives than any general had ever lost in a great battle. Equally difficult would be the attempt to estimate the number of lives saved through Mr. Westinghouse's human air brakes, his introduction into this country of the Saturday half holiday.

A "railroad spine" or one that can be injured in such a way that you never could tell it after the trial, was mentioned by former President Taft in a talk at New Haven lately. He stated that formerly a man could collect $15,000 to $20,000 by means of a jury if he had such a spine. "In my administration," said Mr. Taft, "we could not pass a workmen's compensation law for the reason that a large number of representatives and senators who made a large part of their living by this railroad spine legislation opposed the bill."

The ex-president also expressed his views on compulsory arbitration, saying:

"I have long held to a private theory that strikes ought to be settled by the appointment of an authorized tribunal to take testimony, investigate and issue a report on the merits of the situation, leaving the matter to public opinion to work out. This tribunal would not be compulsory, for compulsory arbitration has been found not to work where it has been tried."

Jail sentences and fines are proving effective in Canada in putting an end to trespassing before trains put an end to the trespassers. The Canadians rightly feel that the death of trespassers leaves widows and orphans as charges on a community. And the

justices of the peace in Canada, realizing what it means in human wastage, are imposing heavy fines, or, in flagrant cases, actually sending the offenders to jail. "Better be in jail than in the morgue," is the pithy way in which one western newspaper put it when twenty people were fined in a Winnipeg court for trespassing. "Canadian justice has a habit of being prompt and decisive," says the Chicago Evening Post. "It would be a good thing if the practice of fining or jailing track promenaders were carried out on this side of the line."

The dictaphone is now being used to prevent railroad wrecks, an interurban electric railroad in Missouri being the first to apply it. Like most railroads of this kind the progress of the cars on the various routes is controlled by telephone orders from one central point, the motormen and conductors of cars receiving telephone orders at certain stations to proceed to the next station or to wait for the passage of some other car, as the dispatcher may require.

A misunderstanding of orders may cause a wreck, so the dictaphone has been called in to help prevent misunderstandings. Each time an order is given over the telephone a record of the entire conversation is made on a dictaphone. The knowledge that the entire conversation is being recorded has the effect of making all concerned especially careful; but, besides that, it gives a record that the dispatcher may consult a few minutes later if there is any doubt as to just what orders were given and how they had been understood. All the records are kept for one day; and then if at the end of the day there has been no trouble arising from the orders there is no occasion for keeping the records longer and they are all scraped—to be used again the next day.

The only thing that ails this country is contraction of the payroll. The cause of the contraction is the continued irritation of business by the government. Just now one-fourth of the wage earners in America are not drawing wages, because they are not at work. When you attack men who maintain payrolls, you hit the wage earner, kick his wife and cuff his children.

Every government action against a corporation tends to destroy enterprise and puncture pay envelopes.

Laws coercing the railroads, and the withholding of a small necessary advance in rates, have been followed by a cancellation of orders for steel, from New York to San Francisco.

These cancellations, and the action of the government against the United States Steel Corporation, probably threw 200,000 men out of work.

Are we wise in suppressing our men who possess commercial genius, and who maintain payrolls?

The present widespread depression in trade says, No! No!! No!!!—Elbert Hubbard in The Philistine.

IT DOESN'T LOOK GOOD.

It's plain as a pikestaff that some of the eastern railroads are traveling in hard lines. Newspaper reports of the first week in April say that the Pennsylvania Railroad discontinued 118 daily trains and laid off 38,000 men; the New York Central, 25,000; the Norfolk & Western, 10,000; Northern Pacific, 3,660; New Haven, 4,500; Baltimore & Ohio, 10,000, and Missouri Pacific 12,000. The western roads made their reductions in the fall. It is computed that 225,000 men have been temporarily retired by the railroads and on many roads the employes have been placed on shorter time. Figuring the loss in wages to the 225,000 at $2.50 per day, there is a loss of $16,875,000 per month. The reductions in the railway service are accompanied by the reductions in the working forces of the steel mills, car builders, bridge builders, material supply manufacturers and many other industrial lines. It is apparent that the railroads can't make ends meet and can't borrow and the natural result is a reduction of their working forces.

Average Man Has Little Idea of How Much It Really Costs to Build a Railroad.

With the right of way established, another great army of men enter into the field. The railroad does not build its own road. It is turned over to contractors, and is usually let in sections of from 200 to 300 miles. The contractor must live up to certain specifications, just as though he were building a house. And he furnishes everything, men, teams, machinery, food and material. Few people realize what this means. A contractor must be very near to a king. For instance, there is the Hazelton section, in the mountains. It is less than 200 miles in length.

Before a single shovel or pick was engaged in the building of this section, the contractors had to equip themselves with a fleet of steamboats, at a cost of $200,000. They had to build scores of camps, at from $2,000 to $4,000 a camp. Each of these centers had to be stocked with provisions, supplies and materials almost before a builder was brought in. Before these contractors moved a shovelful of earth or fired a single blast they had spent over $6,000,000!

Each contractor's camp is like a small city, with its stores, hospital, scores of sleeping shacks, kitchens, dining rooms, warehouses and barns.—James Oliver Curwood in Leslie's.

SOMETHING ABOUT KNOCKERS.

Nearly every railway company has among its employes a few individuals who labor under the delusion that it is their special duty to disparage everything that is connected with their vocation in the service. It appears to be a chronic ailment for which there is no cure, except a hickory buggy spoke. The variety of the grouch or knocking propensity depends somewhat upon the environment, but the seasoned knocker can, without much trouble, create a grievance, if none exists. It may be a bad liver or chronic indigestion or just natural cussedness that prompts the knockers to find fault with the universe, the national or state administration, the railway management, the division superintendent, the road master, section boss, conductor, train porter, the boarding house, or their wives, if any they have, and they don't feel good unless they are enveloped in gloom. In nine cases out of ten, there is nothing to grunt about, but chronic knockers need no incentive. They have neither the brains nor the energy to thoroughly investigate any kind of a proposition and invariably ventilate worthless opinions about things they do not understand or are capable of understanding. Their fellow employes regard them as nuisances and pay little attention to any thing they say or do, but their capacity for mischief is large when they unload their grief on the traveling public. Travelers on trains, who have little opportunity for original investigation, are sometimes influenced by statements made which are not in accord with the facts and are volunteered at random by garrulous train men. People seeking new locations for business for industrial enterprises and for farms are usually the victims, spending good money for the purpose of investigating a new section of country, to be so thoroughly discouraged before reaching destination, that they return home by the next train without examining either town or country. Some pestiferous knocker had lied to them by making statements which could not possibly be confirmed; he simply talked about things he did not understand, and if he had any information he got it from another knocker.

Chronic knockers are usually shallow pated individuals who allow their tongues to run away with them; too shallow even to note what is going on around about them and too blind or lazy to profit by the knowledge if they had it. At the end of a long service they have had time enough to see cities grow from small villages, to see a wilderness converted into a vista of smiling farms; to see land values rise from $1 to $50 per acre, but in all this time they have never bought a town lot or a farm or saved a dollar any other way, being entirely too busy in knocking the efforts of others. One of the old time prophets said: "The poor we have with us always." In this twentieth century it might be said: "It's the knocker that's with us always."

GOVERNMENT OWNERSHIP IN FRANCE.

Advocates of government ownership and operation of railroads might learn something from the situation in France. In 1909 the French government acquired the Western Railway, which it has since operated. Some interesting figures as the result of five years of state operations are available.

In 1909 the railway operating deficit was $7,750,000. The deficit has increased every year since then. In 1913 it had increased to $17,136,000. The total deficit for the five years is $65,400,000. To this is to be added $143,700,000 advanced to capital account by the state in the past five years. This is what state operation of railways has meant to the taxpayers of France. What it has cost them in bad service is a further question.

Counting the entire railway mileage of France, it does not equal one-eighth of the United States. There are 1,700,000 railway employes in this country. Our railway payroll amounts to over $1,250,000,000 a year. In wages and maintenance our railways disburse fully two and one-half times as much money as the government of the United States.

Our politicians are at least capable of doing as badly as the French. If the French experiment shows such appalling results, would government operation of railways in the United States be anything more than a continuous and exhausting raid on the taxpayer?—Wall Street Journal.

In an address before the Traffic Club of Chicago Commissioner Prouty of the Interstate Commerce Commission made an argument for a greater degree of control over railroad rates by the Federal Government as preferable to less control. He thinks that competition in this field is no longer desirable, because the shipper wants to know that rates are stable that have a bearing on his business. As a matter of fact, there is no good reason for perpetual changes, and undue elasticity of rates means preference and discrimination in the railroad's dealings with shippers.

Mr. Prouty contends that the time is past when the railroads can claim the right to change rates at their own will. The main idea of Federal regulation of railroad rates heretofore has been to prevent discrimination and extortion, and Mr. Prouty now suggests a further degree of control to insure stability of transportation charges.

Doubtless the idea he has advanced will prevail sooner or later, because the business welfare of the country requires the enforcement of this policy. All industry is injured by constant changing of railroad rates as much as it is injured by frequent changes of the tariff laws by which the rates of duty on imports are shifted up or down. —New Orleans Item.

Chairman E. E. Clark of the Interstate Commerce Commission shocked some and surprised others when he told members of the National Railway Commission that he believed railroad rates must be advanced. He insisted that the carriers need millions of dollars for betterments, and that this money must come from increased earnings, which, of course, can only come through increased rates. He said it made no difference as to the bad financial condition of the railroads, probably due to reckless financiering, for improvement to property is necessary.

The parcel post service has now been in operation nine months. For the first six months the department figures an increase of income from this business of $14,000,000 in round figures, a very large part of which is net profit.

A part of this profit has been made at the expense of the express companies, which perhaps deserve no sympathy just now because of their notorious attitude toward the public in the past. Most of it has been made by inflicting a positive loss upon the railroads, in two ways.

They have lost the revenue which the express companies divide with them, and they have been required to do a lot of work for which they have not been paid at all, and will not be unless Congress should pass a relief bill.

Such facts as these, with the reported purpose of the Wilson administration to "control" the telegraph and telephone service in some such way as it now "controls" the parcel carrying business, by which "furnishing competition which the companies will not be able to meet," leads the New York Times to term the whole project not only "uneconomic," but "immoral." On this point it remarks:

"If the proposal were to provide economic competition, and by superior efficiency to drive incompetent corporations out of business, not a word would be raised in their defense. They are commercial enterprises and must take the risks of their trades. But when the proposal is to throw the taxing and law-making power into the scale against them to destroy the value of their property it is 'unfair.' That is none the less robbery because done under the form of law and in the name of government. Every receiver of a postal parcel carried at the cost of the railways whose services are not paid for is a receiver of stolen goods."

That is putting the case rather bluntly, yet when we look the facts in the face it is impossible to deny that the conclusion is correct.

Any man who, merely because he has the power, compels another to give him unpaid service is a robber. He has taken from the other his time, his strength, or his property in some firm, without making due compensation. If ten men thus combine to rob eight, the immorality remains.

Because several millions have combined through "government" thus to rob their fellow citizens who happen to own railroads, the wrong of it is not made right. It is the character of the act not the number who do it, or the way it is done, which makes the act right or wrong.

It may be expedient to take over or destroy the present telephone and telegraph companies. The Inter Ocean is among those who believe it is not expedient. In other countries "government ownership" has meant lower efficiency and higher cost. Some years ago it was figured, nor was the accuracy of it denied, that British Government ownership of the telegraph had loaded upon the taxpayers a loss of $175,000,000, increasing at the rate of $5,000,000 a year.

The reported policy of the Wilson administration is not even original. The Socialists "saw it first." They have long proposed,

on the assumption that all "capital" was "stolen," to "rob the robbers." However, few besides Socialists will contend that every owner of a railway share "stole" it.

If we are going on along the lines opened by the parcel post in heaven's name let us see exactly what we are doing and do it honestly.—Chicago Inter Ocean, November.

The prosperity of this country, and particularly of this state, depends largely upon the success attending the operation of the railroads. When the rail lines are forced to economize by reason of lack of adequate revenue, so then does practically every other industry feel the contraction, and both individual and establishment are compelled to curtail operations in order to meet the reduction in the expenses of the transportation concerns.

Practically 7½ per cent of the population of the United States find support in the pay rolls of the railroads of the country. Add to this the persons and institutions which profit from the distribution of railway revenue made possible by the pay roll, and we have a total so enormous that the inference is clear that everyone has an interest, greater or lesser, in anything which affects the prosperity of the railways. Then it follows that there should be a positive and consistent move to build up and develop the rail lines instead of depreciating them and the service they render the people, by moving heaven and earth in an effort to destroy their revenues and curtail their power to give the public what the public needs.

Every railway employe, be his position what it may, should consider these things in their relation to himself and family and their future. There should develop a new loyalty, sprung of a common interest, and a realization of the fact that it takes good money to build up pay rolls, and this good money can only come from the successful transportation of the people's possessions at an adequate compensation. "What's your interest is ours," should be the slogan of the railroad man in relation to his company, and the thing that surprises me is the lack of appreciation of this fact and the woeful want of sympathy, loyalty and support which should and ought to characterize the relation of the man to his company.

It isn't right, nor is it reasonable.—Monthly Bulletin Sunset Central Lines.

"One of the arguments frequently advanced for the government ownership of different industries, and especially of railroad, is that it will prevent strike troubles," remarked a Kansas City Southern official. "For example, a committee of the United States Senate recently reported in favor of the government ownership of coal mines as a preventive of strikes such as the recent one in West Virginia, and the one now on in Colorado. Likewise the argument is put forth that it will obviate labor troubles, and is used in favor of government ownership of railroads. While this contention frequently is made, experience constantly rises to refute it. South Africa now is in the throes of a railroad strike which is causing great suffering and loss, and the railways on which this strike prevails are owned and operated by the public. Going back to 1910, we find the employees of the state railways of France striking with those of the private railways.

Only a year before, in March, 1909, five or six thousand government telegraph clerks and postal employees of France went on strike; and only recently there have been serious threats of a walkout of the postal employees of Great Britain. In 1904 there was a serious strike on the state railroads of Hungary, while in 1903 there was one on the state railways of Victoria. So the strike is in no way without a precedent. Public ownership undoubtedly prevents strikes in Prussia, but this is because there the government forbids state employees to belong to unions, which hinders concerted action by them; and it would probably prevent a strike by military force even if one did occur. The argument for public ownership based on its alleged tendency to prevent labor troubles is far from convincing as applied to democratic countries."

The following production is offered by one of the members of the Kansas City Southern Safety Committee, which has so impressed some of the officials that they have arranged to have it printed on cards to be handed around among the employees on all divisions:

"The old man came along the road to catch us at our worst. He spoke of his great load, then in eloquence he burst: 'I want you boys to do all you can to help the thing along, but whate'er you do remember, men, to practice Safety First.' And to the boys along the way he smiled to give them cheer and said: 'While the sun shines, make your hay from last to very first, from "sag" to "top of hill"; don't rush, but honest be, and quick to learn, but quicker still to practice Safety First.' Now men along the right-of-way drive home the spike with care, so when

the train comes rolling through, just wave your hand in air, and by that sign they'll know that you have done your best and say we're safe we know—they've practiced Safety First. Trainmen with a heavy drag of caboose and forty loads, look out with care while in the 'sag' and keep her rolling fast; just swing your lamp, 'highball' her through, and when you're home at last your wife will smile and sweetly say, 'You practiced Safety First.' You passengers who with us ride, don't grumble or complain; but smile and say with honest pride when the signal stops the train, 'I know we're safe; the track is sound; there can't something burst. 'Tis the trainmen looking around—they practice Safety First."

The railroad companies of the United States claim that data compiled by the Postoffice Department, properly interpreted, shows the railways to be underpaid by $29,000,000 annually for carrying the mails.

This statement is made in a pamphlet issued by the Committee on Railway Mail Pay, representing 264 railroads handling mails on 218,000 miles of line, through its chairman, Mr. Ralph Peters, president of the Long Island Railroad Company.

The railroads point out that whereas Postoffice revenues increased over $63,000,000 from 1907 to 1912, the railway mail pay in that time actually decreased over $300,000—before the parcel post was established.

The pamphlet also directs attention to the fact that the Postoffice Department estimates a further increased annual revenue of about $60,000,000 on account of the parcel post, and in spite of this, no practical action has as yet been taken adequately to compensate the railroads for carrying the increased burden.

B. F. Bush, president of the Missouri Pacific Railway, in an address before the Pennsylvania Society of St. Louis, took up the transportation question, and the relation of freight charges to the cost of living. He declared that the railways are sufferers, not gainers, by the high cost of living.

"Our wage scale was constantly advanced," he said, "and so have prices for the materials and supplies we needed. Yet it has been some time since we received any general rate increase, while we have been subjected to many reductions.

"In the last fiscal year the railways of the United States did a business of over 30,000,000,000 units. A unit of freight is one ton carried one mile and a passenger unit is one person carried one mile. An increase of only one mill per unit would not be felt by the travelers or consumers, but because of the vast quantities in which the transportation companies deal, it would mean to them $300,000,000 annually increased net revenue."

Mr: Bush then quoted rates on various commodities to show how little freight rates figure in the cost to the consumer. According to the figures he cited, the rate of a pair of shoes from St. Louis to Dallas is 3.67 cents and to Denver, four cents. The freight on a suit of clothes to Dallas he figured at 8.8 cents and to Denver, 9.7 cents.

"You will realize," he continued, "how little railway rates have to do with the cost of an article to the consumer. He gains nothing by an ordinary freight reduction and suffers nothing through a reasonable freight increase.

"Have you ever known a consumer to buy an article at less cost because the freight rate on it had been cut two or three mills or even two or three cents? The manufacturer, jobbers, or retailer reaps the benefit and the railways are deprived of revenue necessary to conduct their business and to care for the expanding demands of this rapidly growing country. If something is not done to help the railways by granting the advance in rates so they can provide needed improvements and betterments, the day is not far distant when, through lack of transportation facilities, this nation will witness, some big crop year, a tie-up of everything that will cost the farmers, manufacturers and the people a thousand fold more than the slight rate advance sought. And this rate increase would cost the consumer nothing."—Dispatch to the Albuquerque Journal.

Direct appeal is being made by the Baltimore & Ohio R. R. to trespassers to refrain from walking on the tracks, under a plan which has been adopted by the maintenance of way forces in furtherance of a campaign to reduce the number of deaths and injuries to persons who have no business on or near railroad property. When a track-walker patroling the railroad in the interest of safety to the traveling public, or a section foreman, foreman of a track gang or one of his workmen meets a person tramping along the tracks, whether it be a confirmed hobo or mill employe, it is the duty of the railroad man to point out the danger which lurks behind this careless practice. And this appeal to the intelligence of the transgressor is backed up by information as to the number of lives that are sacrificed and the permanent injuries that occur each year as a result of people using the railroad right-of-way as a public highway.

PERSONAL

DE QUEEN, ARK.

Mr. A. B. Simons, engineer, who has been in the service of the K. C. S. Ry. for about fifteen years, has been elected councilman for the first ward of De Queen. This shows that not only the railway company, but also his fellow citizens see some good qualities in Mr. Simons.

The Bridge and Building Department have just completed the work of rebuilding the foundation of the round house pits, repairing the floors of the round house, repairing the deep well pumps and painting the water tanks at this station.

GRAVETTE, ARK.

Mr. Frank H. Hilboldt, agent at this station for several years past, was most agreeably surprised when his father, Mr. Ed Hilboldt, and his brother, Albert Hilboldt, of Dongola, Ill., dropped in on him unannounced for a few days' visit.

HEAVENER, OKLA.

Conductor E. B. Ramsey has purchased the R. E. Campbell home, one of the choice pieces of residence property in Heavener.

Fred Yancey, who has been working for the K. C. S. Ry. at Pittsburg, is reported to have accepted a position with the Missouri Pacific Railway.

Train Dispatcher C. F. Kemmerer left for Omaha, Neb., to be with his wife who is critically ill in that city.

Mr. C. E. Billingsley, formerly engineer, who lost his left hand some months ago, has been appointed night foreman at the roundhouse at Heavener and has assumed his new duties. Mr. Billingsley is well and favorably known in the third district.

Mr. John Cook, who was recently hurt in a freight wreck, has, while recuperating, gone in company with Mrs. Cook to visit relatives in Mena, Ark.

Machinist Byron Hoag, while with a hay rack party April 6th, fell off the hay rack into a mud hole, alighting on his neck and shoulders. In consequence of his injuries he has been unable to work for several days.

Machinist D. W. Fender and **Fuel Foreman E. Newman** are reported to have injured their hands and fingers while at work.

Brakeman Edgar Lumpkin returned to Heavener from Kansas City where he had been in the Company Hospital for ten days.

Ed Newman had his left hand bruised recently while working at the coal chute.

Conductor Clyde Drake and Brakeman McCloud were injured when a caboose and four cars of bananas were overturned near Gillham. Mr. Drake is cut and bruised about the head and McCloud is hurt about the hips. They were brought to their homes in Heavener on passenger train No. 2. It is reported that neither party is seriously injured.

Brakeman C. P. Smith, of Heavener, was instantly killed, March 13th, by the breaking of some machinery on a wrecking car in the yards at De Queen, Ark. Mr. Smith, with his wife and child, had resided in Heavener about two months. Mr. Smith was about 45 years old and came to Heavener from Greenville, Tex., to which place the remains were sent for interment.

Mr. R. S. Woodruff has been appointed watch inspector for the K. C. S. Ry. at Heavener, Okla.

Mr. A. R. Hurd suffered a stroke of paralysis recently and has gone to the hospital at Kansas City for treatment.

Conductor Clyde Drake, who was injured in a freight wreck recently, expects to report for work very soon.

Machinist Will Mayo, who has been off duty on account of injuries, will resume work at Pittsburg, Kans.

Fireman Sam Ives has gone to the hospital at Kansas City to have an operation performed on one of his ears, owing to an injury of the drum.

Mr. O. S. Harlan, day yard clerk, has gone to the hospital at Kansas City, Mo.

Mr. Sid Anderson was checked in as cashier at the K. C. S. freight office, succeeding Mr. G. W. Paisley, who has moved to Wichita, Kans.

HUME, MO.

S. Neves, agent for the Southern, was called to Kansas City on account of the death of his aged mother, who passed away while at the home of his daughter, Mrs. Chas Eifert. Funeral was conducted Monday and interment was made at Pleasanton, her old home. She had reached the ripe old age of 81 years. A stroke of paralysis was the cause of her death. Mr. Neves has

the sympathy of our people in his great sorrow, the loss of a mother, the best friend a man ever had.

LEESVILLE, LA.

Mr. K. A. Young has been placed in charge of an E-1 class engine with which to operate trains Nos. 41 and 42 south of De Quincy. Mr. Young is the veteran engineer running out of De Quincy, La.

MENA, ARK.

Oliver Johnson, who has for some time been yard foreman at Mena for the Kansas City Southern, has been promoted to assistant roadmaster under Roadmaster H. Tyson, with headquarters at Mena. The division runs from DeQueen to Heavener and includes the Waldron branch. T. C. Windle from Shreveport succeeds Mr. Johnson as foreman of the yards at Mena. He will soon move his family to Mena.

Mr. W. C. B. Allen has been appointed geologist, to be effective May 1, 1914. Mr. Allen, up to May 1, was general agent of the K. C. S. Ry. and manager of the Mena Land & Improvement Company, in charge of real estate and buildings located in this city. He succeeded Mr. G. B. Wood, at present general freight agent at Texarkana, three and one-half years ago, being geologist prior to his appointment as general agent. Mr. Allen's territory as geologist will extend from Kansas City to the Gulf, with headquarters at Mena, Ark., for the present.

NEOSHO, MO.

Reported that the K. C. S. engineering department will improve the depot surroundings. Among the improvements contemplated are a concrete sidewalk, work on a brick station platform, new seats and renovation of the depot waiting room and improvements of the surrounding ground.

PITTSBURG, KANSAS.

The following notice was posted in the shop without an explanation: "E. H. Hall, boilermaker, was married a few days ago. Tell everybody."

C. M. Kimcay, a new employee in the pipe fitting shop, made a record on a job of steam chest gaskets during the week. Mr. Kimcay came from Muskogee, Okla., about a week ago and expects to move his family here next week.

Engineer Pete McCabe, who was injured in a side swipe collision six weeks ago, has returned to work, making his first trip south on Passenger train No. 1, and George Reeves, who was holding down his run, has returned to his engine on trains 51 and 52.

Fire Chief Runner, of the shop fire department, expects to go to Kansas City very soon to look over a new fire apparatus and get pointers in the matter of fire fighting. Chief Runner has one of the best trained fire teams for shop work to be found anywhere.

While Shop Superintendent **M. A. Hall** was passing the reservoir between the machine shop and the roundhouse Tuesday a gust of wind lifted his lid from his head and dropped it in the center of the body of water. It was finally rescued after several attempts by Fire Chief John Myers.

Charley Marshall and **Fred Schifflebein,** of the machine shop, expect to play league ball during the summer season and will leave April 1 for Waterloo, Ia., where they will join the Iowa State League. They received their contracts for a tryout yesterday. Charley Tanner, another machinist, has signed up with the Salina team of the Kansas State League, and will leave for that place for a tryout on April 10.

Effective April 16, 1914, Charles E. Oaks is appointed mechanical engineer, with headquarters in Pittsburg, to take the place vacated several weeks ago by W. M. Bosworth, who went to the Baltimore & Ohio, with headquarters in Louisville, Ky. Mr. Oaks does not come to Pittsburg a stranger. He is well known about the shops, as he formerly was chief draftsman for Charles Harder, who was mechanical engineer at the time J. W. Small was superintendent of machinery for the Kansas City Southern, something over two years ago. At the time that Mr. Small went to the Missouri Pacific, with headquarters in St. Louis, he was accompanied by Messrs. Harder and Oaks. Mr. Small did not remain with the Missouri Pacific long, but went to the Southern Pacific in the same position, under his father, who was general superintendent of machinery of the Southern Pacific system. He then went to the Seaboard Air Line. Messrs. Harder and Oaks remained with the Missouri Pacific and Mr. Oaks came from there here.

PITTSBURG, KANS.

C. W. Kincaid is a recent addition to the force of coppersmiths in the K. C. S. machine shops.

Mrs. Henry Best, wife of Engineer Best, was severely injured by the falling of a barn door.

Conductor F. Garrettson has been transferred to DeQueen, Ark., where he has been made yardmaster.

J. J. Ryan, machine foreman of the roundhouse, has gone temporarily to Anderson to arrange for the cultivation of his farm.

Fireman Walters, who has been confined to the Mt. Carmel Hospital for sometime with typhoid fever, has recovered and is in harness again.

Clarence Kinkaid, coppersmith, quit the service of the company to go to Alamosa, Colo., where he will go to work with the Colorado Southern road.

Brakeman Combs has been in the habit of making frequent trips to Siloam Springs and the boys about the offices and train department are wondering why.

Roy Richmond, craneman in the machine shops, has resigned and gone to North Dakota, where he will work in a railroad shop. He has been succeeded by C. Wright, formerly clerk in the yard office.

Chas. Wiman and Tom Hanson, who have been employed in the K. C. S. shops for many years, are preparing to operate a boiler shop of their own in Pittsburg and expect to have it in operation by June 1.

Floyd Long, foreman of the coach shop for the past two years, has resigned to engage in the steam laundry business. He has been succeeded by J. A. Shults, who has been with the shops since his apprentice days and is well liked by all shop men.

Sam Chandler, air man at the roundhouse, has returned to work again after about a month of jury service. He has been excused from further jury work. Engineer Will Palmer, who has also been doing jury duty, has also been excused and marked up for his run again.

A. P. Shelby, of the store room, and his wife left for Kansas City where they will visit for a day and then continue to Kirksville, Mo. Mr. Shelby says he expects to purchase a new Ford machine while he is in Kansas City, and will drive it home on his return.

E. C. and H. Kirk, brakemen, have left the service of the company and the latter expects to enter railroad service in Kansas City while the former will go to Havre, Mont., where a brother is employed on the Northern Pacific as yardmaster and he expects to secure work there.

L. C. Montgomery, chief clerk in the office of General Car foreman, was laying off yesterday afternoon, for the purpose of conducting the funeral of James Castine, of the car department, who died at his home Wednesday from a dose of carbolic acid taken by mistake. A number of the car department employees laid off to attend the funeral.

Engineer I. B. Flynn, inventor of a steam gauge cock, has been awarded the contract to furnish the K. C. S. Ry. with thirty-four sets, which means thirty-four engines with his patented contrivance. He is also in correspondence with other roads and is beginning to feel encouraged over the outlook. The patent was secured nearly two years ago, but it required some time to introduce it.

The society event among the shopmen during April was the marriage of Paul Clark, clerk in the office of George H. Hess, superintendent of machinery, and Miss McFarland, daughter of Mr. and Mrs. William McFarland, of this city. Mr. Clark has many friends among the office employes in all departments. The bride is one of Pittsburg's estimable young ladies and is popular among her acquaintances.

James Carlyon, of the bolt shop, promised the cigars to the boys in the blacksmith shop because of his marriage to Miss Grace Duboise about three months ago. Mr. Carlyon and Miss Duboise were united in marriage shortly after the holidays, and so quiet was the affair kept that none of his fellow workmen knew of it until now, but the discovery, it seems is not too late for congratulations as they have both been receiving them since from their friends. Mr. Carlyon has been an employe of the Southern shops for the last several years.

A new office has been created on the Southern, known as transportation inspector, and Passenger Conductor **W. H. Tobein** of the third district has been appointed to fill it for the present at least. Mr. Tobein has been connected with the Kansas City Southern for sixteen years, and prior to the Southern getting control of the Texarkana & Fort Smith road, he was a conductor on that line. He is regarded as one

of the most trustworthy and deserving men on the road. He has come to Pittsburg and assumed his new position.

Ed Reynolds, an employe of the K. C. S. Ry., died of tuberculosis. His body was sent to his former home in Charlottesville, Va.

Bert McLain, one of the veteran office men on the system, is back again at his old place as chief clerk in the office of General Roadmaster M. A. Box, assuming the duties of his old position. He has been in Kansas City for several months as clerk in the auditor's office. His friends are glad to welcome him and his family back to Pittsburg. Mr. McLain is one of the veteran clerks at the Kansas City Southern, and most of his time with the road has been spent in Pittsburg.

SHREVEPORT, LA.

Mr. Jess Powell, night foreman at the shops, has lately returned from a trip to Leesville.

Mr. C. R. Parish, General Yardmaster, who has been off duty for the past three weeks with an attack of la grippe, has now returned to work.

Mr. J. E. Payton, Sr., District Car Foreman, lately returned from a trip to Wicks, Ark., where he purchased one hundred acres of first-class Arkansas land.

S. J. McLean, the genial day roundhouse foreman, has lately purchased a new Mercedes car and he and his numerous friends are enjoying numerous joy-rides.

Mr. Harry Lingroth, the general manager of the telegraph office at the shops, is off duty enjoying a much needed vacation. His place is being filled by Operator M. P. Jones of DeQuincy.

Mr. Jas. Naismith, blacksmith at the shops, has received transportation for himself and wife to New York City, from which point they will take a boat for England. They expect to visit in England and Scotland during the remainder of the summer.

Mr. E. P. Gray of Lowell, Mass., has accepted a position in the General Yardmaster's office. Mr. Gray was formerly employed at this point as Chief Clerk to the General Yardmaster, and his return is much enjoyed by several of his old friends.

Mr. R. C. Hull, Storekeeper at Shreveport, returned from Pittsburg on March 28th, where he had been in conference with General Storekeeper Lowry and the remainder of the Storekeepers of the system going over material situation.

J. E. Payton, Jr., and **C. J. Krauss,** who have been employed at the shops for the past four years, have lately completed their apprenticeship and are now full-fledged machinists. Mr. Payton has accepted a position at Shreveport and Mr. Krauss is working for the N. O. T. & M. at DeQuincy.

It is reported that **Cal Lunsford,** formerly of the Columbia, Ga., team of the Southern States League, and who finished the season with the K. C. S. Shop team of this station, is to sign with one of the Federal League teams. Mr. Lunsford will neither affirm nor deny it, but from all appearances he will make good, as his "spitter" is working fine.

Mr. H. B. McCance, Jno. G. Hayes and **Wallace Green,** clerks in the Chief Dispatcher, Roadmaster and Master Mechanic's office, respectively, and who are members of the Louisiana State Militia, are making preparations to go to the front with the remainder of the U. S. army. However, we hope that the trouble in Mexico will soon be settled, and that their services will not be required.

O. E. Wilcoxen, of Caperton street, a well known brakeman on the K. C. S., south end, sustained a very painful injury while unloading some heavy machinery at Fisher, La., when he fell beneath a piece of the machinery, badly crushing his right leg. Mr. Wilcoxen went to the North Louisiana Sanitarium for treatment and his friends will be glad to know that his injury is not a serious one.

TEXARKANA, TEX.

M. J. Taylor, superintendent of the B. & B. department recently returned from a trip to Sallisaw, where he has been installing new apparatus for the coal chute which will be safer for those using it.

Mr. J. F. Harris, formerly employed with the Kansas City Southern Ry., and later with the St. L., I. M. & S. Ry., has been recently appointed to fill the position of assistant general freight agent of that railway company.

SHOP NEWS

PITTSBURG, KANS.

Machinist Otto Keller has invented an iron sole for the shoes of those who have to work in machine shops, which is designed to be a protection against the iron shavings around a drill press and the shaper and planer.

Foreman Hobson's class of instruction in the electric department is making good progress. It meets at noon on Wednesdays. The first lesson was on car wiring and similar work and with each session some new line of electric work is demonstrated.

There probably are more pioneer residents of Pittsburg working in the Kansas City Southern shops than at any other shops in the West. The apprentices, in most instances, were born in Pittsburg, while several of the finished mechanics are pioneers.

The engine crews are getting in good time now days and are making no complaint because of a lack of work. The extra and regular men are getting all they can do, and if a lay off is asked for, a good valid excuse must be given before the lay off is granted.

Quite a number of the old heads and machinists' apprentices are taking a course in mechanical drawing in the Pittsburg high school at night. They are from the machine shop, blacksmith and boiler shop, electrical department and the car department. They expect to finish the two-year course.

The employees of the blacksmith shop have been trying a tobacco cure which was introduced into the shops during the past week. Some of the men have used up a bottle of the "cure" and are now chewing more tobacco than before, while others are fighting the habit and getting grouchy at the same time.

A new wrecker has been received of 120 tons capacity, which will be able to handle the largest engine on the Kansas City Southern. It is said to be the largest one on the system. One of the smaller wreckers which has been stationed here will be taken to Kansas City.

Safety First buttons have been furnished the committee members of the Southern, of a pretty design. They are to fit in the coat lapel and have a red center, in which are the letters K. C. S. in white; the outside border is black, with the words "Safety First Committee" in gilt. There are twenty members of the committee at the shops.

A "Get-together" meeting was held March 14, in the office of Master Mechanic McLean, consisting of all of the assistant master mechanics and roundhouse foremen on this division. The roundhouse foremen on this division also act as assistant master mechanics and those present were Robert Kelly, located at Watts, Okla., Cal Stewart of Heavener, Okla., F. E. Pruett and F. A. Brown both of Kansas City.

When one of the engines was brought in from the Klondike Thursday afternoon for an overhauling, an unwelcome little animal was found in one of the superheater flues. When it was disturbed, after reaching the roundhouse, the odor it raised drove the men away from the engine and some of them left the roundhouse. One of the yardmen, who knows all about skunks, was prevailed upon to kill the animal for its pelt.

A "package" car service has been installed by the Kansas City Southern between Kansas City and Houston, Tex. The intention when it was installed about a month ago as an experiment was to give quick service in small freight shipments to all the south, and it has proven successful in the matter of picking up a good business. The car leaves Kansas City every night at 6 o'clock, reaching Houston at 10:30 o'clock the third morning.

The number of hunting parties furnished by the Kansas City Southern shops made it dangerous to be out in the rural districts or in the timber along the streams. One hunter said it reminded him of what he reads about the battles in Mexico, for there was shooting to the right of him, shooting to the left him, and shooting all around him, but he escaped without a wound and managed to get two squirrels. Many of the hunters did not return in time to get to run on about half a force yesterday.

A coach of ancient vintage was run into the coach department shop recently for a general overhauling. It was brought from the Poteau Valley road, which is being operated by the Southern. It was built about 1869, according to the employees of the shop. It is about 50 feet long and is a combination baggage, express and

passenger coach. While the painters were engaged in scraping off the paint, the letters "Barnum & Bailey Greatest Shows" were uncovered, and it is believed that one time the coach was in the circus business.

SHREVEPORT, LA.

Several of the officials about the shop are much elated over the opening of the new Liederkrantz Hall. The opening will occur on May 20th, and dancing will be in order from 12:00 noon until midnight. This Society has now increased its membership to approximately 300.

Commencing with the first of May arrangements have been made to give the clerks in the different offices at both shops and freight house Saturday half holiday. This has not been the practice for the past several years and the good work is greatly appreciated by all.

The employes on the Southern Division are making preparations for a picnic to be held at Forbing, La., on May 30th. Mr. W. F. C. Gibson, Chairman of the Divisional Safety First Committee, is Chairman of the Committee on Arrangements and has arranged for the use of a special train to accommodate the employes and their families. One of the features of the day will be a baseball game between the roadmen and shopmen. It is expected that fully nine-tenths of the employes will attend, only leaving enough men at the shops and terminal to handle business.

K. C. S. REWARDS LONG SERVICE.

Superintendent O. Cornelisen, of the Kansas City Southern, has issued the following order: "As a recognition of meritorious service for an extended term of years, it has been decided to grant annual system transportation to employees and their families as follows: To those in continuous service from 10 to 15 years, annual pass for self on division which employed, for continuous service from 15 to 20 years, annual pass for self and wife over division upon which employed, for continuous service over 20 years, annual pass for self and wife and all unmarried or minor children upon the entire line."

HEROES OF THE RAIL.

Two heroes were recently spoken of by Collier's. The first it calls "An Unsung Modern Hero."

His name was John J. Dugan. He was an engineer on the Santa Fe Flyer, running from Denver to Chicago. As his train was approaching Joliet, Ill., he suddenly discovered ahead that some track workmen had carelessly left open a blind switch leading to a short sidetrack which came to a dead end directly at the brink of a steep culvert where a street passed beneath the track. He at once shouted to his fireman and air brakeman to jump for their lives. They did. At the same time he set the reverse on his engine, checking the momentum of his train, and then threw on full steam ahead. This caused the engine to leap forward and broke the couplings which held it to the train. The brakes instantly set automatically, owing to the severing of the "air," bringing the train to a standstill, while the engine made the perilous plunge alone.

The giant mogul struck the concrete wall of the opposite embankment with terrific force; and came to the ground a mass of broken and twisted steam-drenched machinery. The engineer was found with his hand still upon the throttle—unconscious, cut and bruised, but still alive.

"Another Hero" is described as follows:

On Saturday, Nov. 23, 1913, William A. Carr, sixty years old, was in charge of the engine on the Pennsylvania R. R.'s Philadelphia-New York midday express. Coming toward Metuchen the boiler flues blew out on his side of the cab, cloaking him in live steam. Some inspector had failed in his duty, but Carr did not fail. Blinded and in mortal pain, he closed the throttle, and put the air brake control full over, so that the wheels slid grinding on the rails ;then he fell dying on the floor of the cab. Others he saved, himself he could not save. Some day, when our sense of values is truer, we will say in praise of men who fall heroically on the battle field that they died as bravely as William Carr.

CAREFUL FARMER COMPLIMENTED.

J. T. Broda, a farmer living about three miles south of Goodman, discovered a broken rail last Christmas day. Seeing a freight train approaching he brought them to a stop by giving a washout signal, thus preventing what might have been a serious derailment. The train crew took the name of the farmer and made report to the superintendent's office. On Monday last J. W. Ross, roadmaster of the K. C. S., presented Mr. Broda with a very fine $100 watch from the company with the following engraved on the inside case: "Safety First. Presented by the Kansas City Southern Ry. Co. to J. T. Broda in recognition of services rendered, Dec. 25th, 1913." The watch is a very fine one and is a splendid gift, which the owner can well be proud of.—Miner and Mechanic.

LEGEND OF THE LIMITED.

How a Hobo Happened to Become a Student of Geography.

A story is told about the first run which the now famous Twentieth Century limited train made from New York to Chicago. The story goes that when the fireman lowered the chute which scoops up water from between the rails and fills the reservoir in the tender, he failed to gauge correctly the capacity of the tank and the water, overflowing, ran through the full length of the vestibule train so powerful was the force which impelled it against the door of the first coach.

The railroad company sought to remedy this trouble and, on the next run, a blind coach—one without a door opening next to the engine—was used. This proved to be a prevention of the flood trouble.

One night, after the Twentieth Century had made a name for itself, a tramp climbed aboard the platform of the first coach as the train was leaving Cleveland. He knew that the next stop was at Toledo, more than 700 miles away, and saw an opportunity to travel undisturbed on a limited train, but the fireman saw him as he comfortably settled down for the trip. When the train took water a few miles out, the tank overflowed quite profusely and again the deluge occurred just before entering Toledo and the engineer tells that while he was spending a moment with his engine in Toledo the most washed-out specimen of humanity he had ever seen came up to him and said: "Say, mister, what was the name of them two rivers we went through?"—Army and Navy Journal.

COURTESY AND THE RAILROAD.

By A. J. WELLS.

The courtesy man is of special worth to the railroad. Why? Because of the business of the railroad. It is a common carrier for the public. It is a servant of the public, and expects to serve. It is the highest organized expression of service in the world, and its ideal is promptness, efficiency, courtesy.

Courtesy is politeness, polish of manner. At its best it is not an accomplishment, but a quality of life, the expression of a kindly, cordial, gracious spirit—approachable, helpful.

Courtesy wears well, and is always "on the job" in words, tone, look, gesture, manner, actions.

It is spontaneous, flowing out in small things, as well as in the larger affairs. It is tactful, moving on hinges well oiled. The courteous man eliminates friction.

He is democratic: never snobbish; he respects influence, power, position, but says, "A man's a man for a' that."

The courteous man is considerate, patient, self-controlled. He answers questions graciously, helps by explanations, directions or a bit of inquiry or research. He seeks to serve.

Courtesy cannot be bought, servility can. The man of courteous spirit is not "mushy;" he has opinions and a will; is independent, self-respecting, dignified, unpurchasable.

Courtesy is contagious; it may be "Caught," but it comes rather from a steady, persistent effort to be courteous. It is the result of wise self-development, an effect of culture or refinement. Like virtue, it is its own reward.

PERE MARQUETTE MONTHLY MAGAZINE.

It seems worth while, therefore, to set down the following simple rules which should be observed by everyone who walks on the railway tracks: (1) Keep constant watch of the track both in front and behind; (2) watch and listen with particular care, when approaching a curve, while on the curve, and after passing the curve; (3) when walking on a double-track road, keep on the left-hand track, and do not fail to keep watch also in the rear, since reverse movements are sometimes made on this track; (4) it is better to walk beside the track than to walk between the ties; (5) when tempted to walk on the track, remember that you are placing yourselves in greater danger than exists in the most hazardous class of railway employment, and choose some other path.

THE CHANCE-TAKER.

We all know the chance-takers—the men who do not go back to flag; the men who run by signals; the men who leave cars on the sidetracks too close to clear; the men who fail to block their frogs and guard rails; who fail to clean up their tracks and pile the material six feet from the rail; the men who leave their baggage trucks too close to clear a man on the steps or side of a car; the men who leave their freight and baggage scattered all over the platform for passengers and employees to fall over; the men who do not put out the blue flags when under cars or engines, repairing or inspecting same; the men who use defective tools and jacks; the men who refuse to wear goggles; the men who throw away the guards on emery wheels and gearing of machines; the men who kick drawbars over; who go between moving cars; who get on engines coming toward them, and who do all kinds of careless, thoughtless things that make cripples, widows and orphans, but rather than say anything to them or report them, we take the risk of being killed or injured by their carelessness.

Why not change this policy? Get after these chance-takers and teach them to be careful or drive them out of the service before, and not after, someone is killed or injured; *it may be you.*—C. & N. W. Ry. Bulletin.

ENGINEERS GIVE POINTERS.

Veterans of the Rail Exchange Suggestions on Their Work.

"One great trouble with a locomotive engineer on the road if he gets through all right," remarked one of the "old heads" on the Kansas City Southern, "is he must use his eyes, ears and nose so much—more than in any other calling. His sense of hearing tells him that his engine is performing its functions in all of its parts. I remember one time I was running about thirty-five miles an hour when I struck a torpedo and got a flag. When I shut off I heard a slight click in the engine. After drifting about a mile to where a work train was, I got a signal to come on. Starting the engine I found her working only on one side. I stopped and found the pin that holds the rocker arm to the valve stem was gone. I remembered the slight noise I had heard and took a brakeman and walked back to the place, found my lost pin, replaced it and was going again in twenty-two minutes. No other pin could have taken the place of that one.

"The sense of smell also comes into play. I was running a special fruit train with orders to make the best time possible. I was making forty-five miles an hour. My nose told me that a train was close ahead. I could smell the smoke, which is recognizable a long distance in damp weather.

"I got my train under control and suddenly out of a bank of fog I came onto the caboose of a slow moving freight train. I followed the train into a water station three miles distant without the crew in the caboose knowing I was in sight."

"Run your engine," said another old time eagle eye on the Southern, "and do not simply open the throttle and let her run herself; that is costly for the company and mankilling for the fireman. If you know every inch of your division this is easily done. An engineer who allows his mind to wander is not a good one by any means. I never allow my mind to wander while on duty. Then I watch my fireman, too; there are two of us in the engine who know, or ought to know, what is to be done."

"I did not use to pay any attention to my fireman," remarked another engineer in the group, "for I had the idea that he did not know anything more about running an engine than to see that the steam was kept up. One day I found that the firemen are as bright as the engineers in many respects. The conductor handed me orders that called for a stop at a certain station and after I had read them I stuffed them into my pocket, ignoring the fireman, who was sitting on his seat box watching me. There were two stations on that part of the road the names of which sounded alike. When we reached the first one I pulled the throttle out and told the fireman to fix for the hill on the other side. He asked me if I didn't intend to stop and wait for No. 3. I told him no, it was at the next station. He differed with me and I pulled out my orders and read them and he was right. He had read them from his seat box while I was looking them over. Since then my fireman has been regarded by me as my faithful assistant."

HOW ACCIDENTS OCCURRED.

Safety First Committee Cites Typical Instances of Carelessness.

Safety First notices are becoming plentiful around the shops and grounds, as well as in the yards of the Kansas City Southern, and one can look in no direction on the road's right-of-way in this city with-

out the words, "Safety First," confronting him. They are being placed on all the buildings and crossings and whistling and mile posts along the entire system.

Here are a few instances of injuries received, as noticed by the Safety Committee of the road: "Trainman went from his engine, which was on a siding, to the switch leading to the main track in order to let his train out after a through passenger train has passed. He fell asleep in such a position that his head was struck by the passenger engine and he was killed."

"A laborer had repaired the door of a bad-order car and started to walk around the east end of the car through a three-foot space between the car and the next car. Some other cars were kicked down the track and struck the cars and he was squeezed so badly that he died. He had neglected to display a blue flag."

"A plumber stood upon a hot water pipe in a power house pit in order to be able to reach the floor. His weight broke the pipe and he was scalded to death."

"Trackmen were pulling weeds and did not notice an approaching train. One of them was struck and killed. Proper signals were given."

"Employee in train service was deadheading home and found that he had boarded the wrong train. In jumping off he was killed."

"A flagman dropped off of a southbound train to go back with flag. He stepped over to an adjoining track and was struck and killed by a northbound train pulling in on the siding alongside the one his train was standing on."

"A trainman was turning on retainers on a moving train; fell and was killed."

The report of the committee calls the attention of the thoughtful trainmen, and indeed to any person employed around trains, each of the above accidents that have happened during the past year. Each accident has a lesson that is worth thinking about and each of them would make a short story on Safety First. The list does not tell everything that the committee has called attention to, but gives only a few.

"SAFETY FIRST" EVERWHERE.

K. C. S. Is Putting Up Signs to Keep the Idea Before Men.

The Kansas City Southern has introduced a new idea in the Safety First movement, which is novel in its way and will do more to keep the subject before the minds of the employees than all the writing and circularizing that could be done. Safety First signs have been stenciled at every turn at the shops and on the shop grounds and will be put up all over the system, inside and outside of depots, yard offices, switch shanties, tool houses, on the front and back timbers of road and switching locomotives, and in fact everywhere it will be likely to attract the attention of employees and other who may have an occasion to be about the shops and yards.

Superintendent of Machinery George F. Hess and Superintendent O. Cornelisen are the originators of the idea and they feel that the signs will be of great benefit and will tend to keep the idea before the eyes of the employees at all times. The object is to impress the Safety First idea upon the minds of the employees, and by constantly seeing the signs it is believed that they all will become interested and impressed with the Safety First habit. Every effort will be made to gradually secure the attention of the employees until every one will work at all times and places for the safety of each other as well as for the railroad company.

"There is one thing about the Safety First addition among railroad employees all over the country," said Superintendent Cornelisen. "There are so many who believe that everything should be fixed at once, regardless of the time that it requires to get the subject instilled in the minds of the employees. Our best effort will be in the movement, which we started, to finally get the employees to appreciate the movement and the spirit of Safety First. In other words, the equal importance of reporting a bad condition wherever discovered. It is in the ability to see and report the danger in a bad condition that makes an employee worth something to a railroad company. A great many people do not recognize danger when they see it, but if the signs are before their eyes at every turn they will be able to do so, in our opinion. If one can realize that a danger exists, there is a chance that he will be able to sidestep it. We desire to impress upon the employees the necessity of obeying the first law of nature, 'Safety First,' by instilling it into their minds to not rush pellmell into danger. Safety First is a higher education, and refinement, if you please, and that is what we all are advertising for as we go through this world."

Transcript of Notes Taken in Safety First Meeting Held at Texarkana, Tex., on Sunday, Dec. 21, 1913

(Continued from March Issue.)

Mr. Sutherland: Gentlemen, we will proceed with the other matters, all of which pertain, by the way, to Safety First. We have succeeded in having a representative of the Freight Claim Department with us today and think we are going to have one every meeting now and I want to say that for the last two or three months we haven't been doing so well on our loss and damage freight. We have had quite a number of cases where freight was improperly loaded, freight not found in car, freight damaged, etc. I see a couple of agents here and wish there were more, because a resume of the various cases indicates that the majority of the irregularities arise from improper loading, improper staking of freight, agents permitting over freight to remain in their freight houses an unnecessarily long time before bringing it to the attention of the parties by whom the irregularities might be corrected and destination located and freight forwarded. It is getting to a point where the superintendent is being criticised for these conditions, and I want to say that that hurts a little, because I can't see what you have on hand every day. As a matter of fact, when I do get around and poke around freight rooms and see a package that looks like it had been there a long time and ask the agent about it he will say that it has been there thirty days now, and have had it up with Mr. Daley's office, but they haven't given disposition on it yet. Maybe that is right, but sometimes it appears that it has been on hand three or four months and Mr. Daley hasn't heard a word about it. Now, Mr. Snyder is here and will talk to you, particularly conductors, about this conductors' O. S. & D. report. I am very glad to see Conductor Rucker here today.

Mr. Rucker: I don't see why Mr. Daley's reports should be considered any more accurate than an agent's as to the time freight has been on hand.

Mr. Sutherland: He seems to have the goods. When he asks for a duplicate of their report and they can produce it, it puts them up against it. If I make a report I am going to have a duplicate in my file.

Mr. Rucker: Most of the larger stations do keep their records that way.

Mr. Sutherland: The instructions are alike to the big ones and the little ones.

Mr. Rucker: The ability of the different men is not alike.

Mr. Sutherland: That may be true, all right. Mr. Snyder, if you will now talk on your new report. I think it is a good thing. I believe it gives conductors, with very little trouble, an opportunity to settle any question in dispute in connection with the handling of freight.

Mr. Snyder: In order to assist the company along the lines Mr. Sutherland has just suggested, the management, to become effective on January 1st, has adopted a form of conductors' O. S. & D. report. I have here some copies of the instructions that go with the report that I will pass around. Unfortunately, with respect to instructions to agents, I have but a few extra copies, and consequently I would rather that such instructions as I have here be returned by the agents. Of the smaller, there will be enough to go around. So far as instructions to conductors are concerned, you will find instructions No. 1 read as follows: "When freight checks OVER, SHORT or DAMAGED, the CONDUCTOR will issue this report in triplicate, showing proper information in space provided, at the end of his run MAIL the ORIGINAL to the freight claim agent." The idea is that this report is furnished in books of fifty series of reports each, the report being printed in original, duplicate and triplicate; two carbon copies to be made in each instance, the original reports to be put in an envelope, addressed to Mr. Daley at Kansas City, Mo. The duplicate is to be handled as the instructions provide and the triplicate retained by the conductor in the book, which will be his record of the transaction. Instruction No. 2 reads as follows: "When freight checks OVER the overage shall be left at first open station after found. If waybills at that time are accompanied by duplicate freight conductor's O. S. & D. report, the conductor shall not issue another report, but shall handle as per item 3, paragraph 2, advising agent at station where overage is left, the conductor's report number, which shall be transcribed by agent on regular O. S. & D. report when rendered to the freight

claim agent." Now, the conductor's number which is mentioned here is the number which is printed in the upper right hand corner. It is true, the report has a blank conductor's number, which is not filled in, but through error on the part of the printer the number was placed in the upper right hand corner of the report instead of in the blank space. That blank is not to be filled in by the conductor.

The second paragraph reads as follows: "If waybills not accompanied by duplicate report the conductor checking over shall issue report and hand duplicate to agent at station where overage is left, who will attach to regular O. S. & D. report when rendered to the freight claim agent." That, I believe, is entirely clear.

Instruction No. 3 reads: "When freight checks SHORT, the conductor will note on the original waybill the number of his report covering such shortage, which shall be transcribed on agent's regular O. S. & D. report to the freight claim agent. The duplicate report shall be CARRIED WITH WAYBILLS FOR CAR UNTIL IT REACHES STATION WHERE SET OUT AS AN EMPTY, OR TO BE MADE EMPTY. Agent at such point will search car for missing freight and fill in duplicate showing result of search, mailing the same to the freight claim agent. The idea in this is that when freight checks short the original of the report shall go in the envelope to the freight claim agent, the duplicate to be placed on the remaining waybills for the freight in the car and to go with the car to point where set out as an empty or where made empty, or to be carried to the end of the run, if shortage is not found before car reaches end of run. In that case your attention is directed to instruction No. 2 again, which provides that the agent at point where freight is unloaded shall be furnished with conductor's O. S. & D. number.

Instruction No. 4: "When freight checks 'DAMAGED,' the duplicate report shall be turned over to destination agent, who will attach to regular O. S. & D. report when rendered to the freight claim agent."

No. 5: "Conductors must explain in space provided for that purpose on the report the CAUSE of any over, short or damage, so far as this is known or can be ascertained. This is necessary to definitely place the responsibility. Conductors being on the ground can report the actual facts and must do so without favor to the person on whom the responsibility is fixed. This is important and each report must contain either the proper explanation or statement from the conductor that he cannot offer any."

I believe these instructions are clear. An effort has been made by the management in producing them to make them clear. My object in being at the meeting was to explain at this time any points which may be cloudy in the minds of those whose duties will require the handling of this report, whether on the part of agents or conductors. It will be observed that these instructions require that in the instance of a shortage the duplicate of the report shall go with the waybills of the car. We will say that a conductor on train No. 40 into Rosepine checked short a caddy of tobacco. He makes a report, shows the report number on the waybill for the information of the agent at Rosepine. Going up the line he gets into the car at Neame and finds the Rosepine freight over; he takes the duplicate of the report, fills in the report so far as the form calls for, indicating that this freight has been found over and mails this direct to the freight claim agent. In those instances he does not leave the duplicate at the point where the freight is left, but gives the agent the number of the report which the agent transcribes on his report to the freight claim agent. In case the freight is not located by the conductor before he reaches the end of his terminal or before the car is set out as an empty, the duplicate of the report is handed to the agent at that station, and it is the duty of that agent to search the car and, on the form he has, state that this search has been made and the result, fill in the report and mail it to the freight claim agent.

I have filled out here and made out a number of samples of the report which I will be glad to go over with anyone not clear on it. I will say that the management considers this report to be of a great deal of importance and it is sincerely hoped that conductors and agents will take hold of the matter and render the reports as per instructions. It is desired and in fact the instructions call for the report to be made on the ground and at the time. That portion of the form calling for the cause is particularly called to the attention of agents and conductors by instructions. It is desired that particular attention be paid to that portion; that in each instance the conductor and agent shall give his views, or the views, or his views as far as they are developed, in showing what has been the cause.

Mr. Rucker: Let me see a copy of your over report.

Mr. Sutherland: Mr. Snyder, for instance, if Mr. Rucker going south on No. 33 has a

consignment billed to Winthrop. He is unable to find part of it or all of it at Winthrop. He gets over to Wilton after night; the office is closed, but in unloading his Wilton freight and putting it in the freight house he discovers this Winthrop freight. Do I understand that he leaves his Winthrop freight with a duplicate of his over report at Wilton or does he take it to Ashdown?

Mr. Snyder: The rules say he will carry it to the first open station.

Mr. Sutherland: The question in my mind is that is the intent. Where we regularly maintain an agent or where there is someone on duty?

Mr. Snyder: Where we regularly maintain an agent. That is my idea.

Mr. Hall: That is the definition in the tariffs.

Mr. Rucker: At times we leave DeQueen and find seven, eight or ten overs from the Northern Division; if we have to make one of these reports for each of those overs it will take thirty minutes. Lots of times we will find Northern Division freight in the Ashdown car, that is, the car that runs out at Ashdown. This will necessitate the unloading of this over freight at the first open station and reloading the next day.

Mr. Sutherland: I think myself that if you find stuff over in the Ashdown car it should be left at Ashdown.

Mr. Rucker: We had an O. S. & D. similar to this at one time.

Mr. Sutherland: The best thing in this that I can see is that it settles the question between the agent and the conductor.

Mr. Rucker: As I remember it, it didn't settle them, because—

Mr. Sutherland: I don't see how there could be any discrepancy, if you make out an O. S. & D. and pin the duplicate to the waybill.

Mr. Rucker: The freight claim agent wouldn't be satisfied with the information given in the original, and would always come back and want some other dope.

Mr. Sutherland: Of course, if you didn't give him enough.

Mr. Rucker: We would give him the best we had.

Mr. Sutherland: As it is, Rucker, you take one of those claims that comes around perhaps six months after the transaction and they ask you about it. You don't know anything about it. If you had some record that you could turn back to with considerable assurance that if you made an O. S. & D. you made a copy, and if you don't find it, it is evident that the freight checked out all right.

Mr. Rucker: At the same time, while it might be a good thing for the conductor, it might work a hardship on the agent. There are times when an agent gets all his freight when he don't. It may have the appearance of being all there, but it isn't. I can say this, that we have had the best success with the holiday goods this year than we ever had on the Southern Division since I have been here. I don't believe we have had a sack of nuts or candy torn open. All the agents have remarked about it.

Mr. Sutherland: While Mr. Snyder is going over the matter with Mr. Rucker, I want to tell you what our records show with respect to stock struck and reported by engineers. The last report shows that engineers reported 111 per cent of the stock killed. In other words, the engineers reported 113 head killed and the section foreman only reported 100 killed.

Mr. Rochelle: You understand that report is based on the number of head reported by the section foremen.

Mr. Sutherland: Yes, I understand that.

Mr. Rochelle: I think the section foremen reported 101 head and the engineers 113 head. I want to say again for the benefit of the engineers it is my opinion and I am going to get up a report right away that the majority of the stock not being reported by engineers is, in my judgment, on the joint track, and it is my opinion that it is the Frisco engineers who are not reporting.

Mr. Gaines: That report covers stock struck. Some of them, you know, might get hit and get away, particularly so with hogs, and then again you could kill a small hog and a dog could eat him up before the section foreman would pass that way.

Mr. Lowery: Just a few months ago at Packard I was coming south and something had struck a shoat and cut off his head. He was sitting on the stump of his body and the buzzards were there eating him and he was alive yet. I'll bet the section foreman didn't ever find that hog. I saw that myself. I am glad you are getting better reports from the engineers.

Mr. Gaines: Don't misunderstand me, Mr. Sutherland; I am not saying that the foremen's reports are a criterion of excellence at all; I was just remarking that it might be possible that some of the stock could be struck and could get away, so that the foremen couldn't keep tab on them.

Mr. Sutherland: Well, anyway, it is a demonstration that engineers are giving better attention to the filing of these claims than they were in the past.

Mr. Gaines: That is what I understand.

Mr. Rochelle: Relative to obtaining reports from section foremen. It is a rare case that the claimant overlooks making a report of any stock struck. When the stock is injured and the claimant makes a report I immediately trace—if I haven't the engineer's or section foreman's report, I immediately trace the Road Department and the Mechanical Department for them. My understanding is that if the section foreman can find no evidence of the stock being struck at the point claimed he should go and interview the claimant. I would like to know what Mr. Gaines thinks of that.

Mr. Gaines: To be entirely frank with you, our section foremen are, or should be, so busy with their urgent duties that they could not spare the time to do that. It is possible there are cases where it wouldn't be necessary to make any long continued search for the owner of the shoat, but, on the other hand, it might be necessary to spend a lot of time looking for him. In the first place, there may be considerable doubt in his mind as to who the owner is; the party claiming it may live very remote from the track and he could hardly afford to leave his work and lose a great deal of time searching around in the woods for the owner of some small animal.

Mr. Rochelle: If he fails to find the stock that is all right, but I think it should be his duty to make report to my office showing that he couldn't find it. It is practically impossible with the force I have to investigate each claim. We have from 150 to 200 stock claims to settle each month and a number of personal injuries. It is impossible for a representative of the Claim Department to get out and see all those people and make the investigation that could much more easily be made by the section foreman.

Mr. Sutherland: I think Mr. Rochelle's idea is right there. If the section foreman can't gather the information or is unable to find the owner he should make a report of it so as to put the matter in shape to be handled by Mr. Rochelle.

Mr. Hancock: There will be a hog killed or a cow injured and we will know nothing of it at all until we have a tracer from Mr. Rochelle. Then we write the section foreman. In lots of cases he has the engineer's report, but no section foreman's report, and vice versa. Probably our section foremen won't know of anybody who has lost an animal. They have our letter and this tracer and they go through the country and look for the owner. Sometimes they find a man who thinks he can make $3.00 or $4.00 and who will make claim for it, and sometimes he finds the owner. Their instructions are to answer the questions on the form. They do that just as near as they can. It is hard to make them understand it. They don't want to make the report because they think when they answer those questions they commit themselves. We have trouble with old man B——. We have traced him several times and have had him down at the office and have told him that when he didn't find the cow or the owner just to answer the questions.

Mr. Rochelle: My idea in bringing this up was to get an understanding between my department and the Road Department as to what is to be expected. Usually when claimant makes a report that stock is damaged I write a letter to the roadmaster setting forth these facts and also stating who claims the animal, so that the section foreman can have something to work on. We usually have the name of the man who claims the cow. That is what originates the file. His name is usually in our possession.

Mr. Gaines: As I understand it, Mr. Rochelle, you only want a report from the section foreman stating whether or not he has been able to find out anything in connection with the claim.

Mr. Rochelle: In other words, I want to have something from the section foreman, then, you see, I can employ the other means at our disposal to get the facts.

Mr. Gaines: One thing which causes this trouble is the frequency with which we change foremen at the different places and having to keep them lined up.

Mr. Rochelle: Yes, I understand that.

Mr. Hancock: You want this report whether or not he finds the stock.

Mr. Rochelle: Yes, sir. If he can't find the animal, we want him to so state. If the report don't answer the purpose let him write me a letter.

Mr. Sutherland: Mr. Snyder, have you demonstrated your conductors' O. S. & D.?

Mr. Snyder: I believe I have, but in the event anybody didn't thoroughly understand it, I will be mighty glad to render my assistance. It is essential that this be understood at the outset, so that it will be properly handled. It is my desire and the desire of Mr. Daley that either myself or some other representative of the Claim Department shall be present at these Safety First meetings until the use of this report shall have been fully demonstrated over the division. Of course, in order that this may be done to best advantage, it is highly

desirable that local conductors and agents, so far as possible, be in attendance at these meetings so that the best benefits can be derived. Not only will conductors and agents derive benefits from the meetings, but the company as well, from the correct use of the report.

Mr. Sutherland: Mr. Rucker suggests it may entail considerable work on the part of the conductor, and I think he illustrated the fact very clearly with respect to merchandise cars coming from the Northern Division, where we get the most of our overs and shorts on the Fourth District. The Kansas City car comes through with a great deal of Northern Division freight in them. When Mr. Rucker gets these cars he will, as he states, find several consignments in the cars for points on the Northern Division. For each one of those consignments he has to make out one of these reports.

Mr. Snyder: That is true, but in formulating the report the management has made an effort to condense it in such a way as to, with the minimum amount of work, secure the information necessary to place the responsibility. That is something that has been lacking, and while there will be some little work in filling out the report it will be repaid them time and time again, and it is also thought that this report will result in conductors having less correspondence to answer.

Mr. Sutherland: They will be much pleased if we just live up to that and not ask them for any more information after they have made this report. If they are to make this report and then elaborate on it, I can't see where it is going to cut down the correspondence. However, my idea in asking that question was to ascertain if it would be possible, where we have, say, four or five different consignments over after leaving DeQueen, would it be possible to cover them with one report.

Mr. Snyder: No, that would not be in accordance with instructions.

Mr. Rucker: I don't think it will bother me very much.

Mr. Sutherland: Frequently we find when we take up something new we imagine it will be a terrible job, but after you have gotten into it and started it, it doesn't appear as bad as it looked.

Mr. Snyder: The distribution of these books, Mr. Sutherland, was it to be made from your office or by your trainmasters? What was your idea?

Mr. Sutherland: The blanks, I presume, have gone direct to agents from the general superintendent of transportation, but the supplies for conductors will be sent from my office to the trainmasters for distribution on their respective districts.

Mr. Snyder: It would probably be impossible to reach the trainmen, as a whole, through the agency of these minutes, and it is my suggestion that the trainmasters hold themselves as ready and willing to make any explanation in connection with this new report.

Mr. Sutherland: When trainmasters get these supplies they will be instructed to confer with local conductors to see that they understand the use of the blanks and the instructions so that they may all start alike.

Mr. Dolson: My observation has been that the over freight we have to contend with is caused by improper loading at Heavener in particular, and I would like to ask Mr. Snyder what action has been taken at Heavener to remedy this trouble. Almost all our overs are due to Heavener and Kansas City loading, but mostly to Heavener loading. Also this meat car which comes in from Kansas City; we would like to know what action has been taken to remedy this trouble at points north of DeQueen.

Mr. Snyder: We are making the same campaign to reduce the over, short and damaged freight up there that we are down here. With respect to Heavener, I was under the impression that there had been some improvement there. Recently conditions at that point became such that it was thought advisable to make a change in agents and warehouse foremen, and it was thought that at present there was an improvement over those conditions. I haven't been advised of so many complaints as to Heavener's loading as heretofore. With respect to improper handling at Kansas City, will say that I have had the matter up in person with Mr. Storey and I am satisfied he is now making an effort to straighten out things at his station, and I believe there will be an improvement. However, I am only too glad to have these things brought to my attention. Do you find that conditions recently are as bad as they were several months ago?

Mr. Dolson: At Heavener they are just as bad as they ever were.

Mr. Snyder: What conditions do you find here at Texarkana?

Mr. Freeman: Just the same; bills without stuff and stuff without bills. Another thing, they will mark stuff short and it comes down here and we find it O. K.

Mr. Snyder: I am glad that has come up in the meeting, because it gives us a chance to straighten it out. I had hoped that at

Heavener there had been an improvement.

Mr. Sutherland: Don't you think a good deal of that is due to the fact that when a car breaks bulk at a station they don't check all the freight in the car? We have had several cases at DeQuincy where cars come in there and they take out the DeQuincy stuff, but don't check the balance.

Mr. Snyder: A portion of it may be due to that, but it can't all be.

Mr. Sutherland: Isn't it your idea that at junction points where cars are partly unloaded, merchandise cars in particular, that in unloading the freight for that station the balance of the freight in the car should be checked against the waybills to know that it was going in the right direction?

Mr. Snyder: It is highly desirable that that be done. I can't say whether it is being done or not. I think that should be looked into. Since the change in the warehouse force at Heavener I haven't had a chance to look after conditions there. It would probably be advisable for me to watch and see just what the conditions are.

Mr. Sutherland: I think so. This complaint has obtained for a year that I know of. It doesn't seem to have gotten any better. We have discussed it before and I have brought it before Mr. Holden, partly with respect to the Kansas City cars, and I think I have had it up with Mr. Cornelisen, but with what Mr. Rucker tells us, we don't seem to be making any improvement. What made me mention that particular fact with respect to checking the balance of the freight in the car was that we found several cases of that kind occurring at DeQuincy, where cars came in there with freight for points south of DeQuincy, having some for the Lake Charles branch and some for DeQuincy. The men would unload the DeQuincy freight and go away from the car, come back and lock it up, and the Lake Charles freight would go on to Beaumont. If the balance of the freight in the car had been checked he would have discovered the Lake Charles freight.

Mr. Snyder: In what you have just said lies the beauty of the conductor's O. S. & D. report; it will give information as to the trouble, which the Claim and Transportation Departments up to this time did not have. It is the idea that the conductor state on the O. S. & D. report the cause for the over, short and damage. That will enable the proper department to put their finger on the station at fault and enable us to effect a remedy. He will say that Conductor Rucker will find something that belongs on the Northern Division over in one of his cars. He will say that such and such a station is at fault. We can then charge that station with the fault and take steps to remedy the trouble.

Mr. Sutherland: About all that Rucker can say in a case of that kind is that it was a result of improper handling at DeQueen or some other station north.

Mr. Rucker: DeQueen doesn't unload the over stuff they find in the cars.

Mr. Sutherland: Are there any particular packers that you find at fault?

Mr. Rucker: It used to be with Armour's.

Mr. Sutherland: Oh, what has been your experience with the—

Mr. Dolson: It is the Cudahy car that is giving trouble.

Mr. Rucker: That is caused by improper loading. We find cars that break bulk at Horatio that are loaded all right. If we get a car that breaks bulk at Heavener it always has something over.

Mr. Sutherland: It is simply due to improper handling by conductors and agents.

Mr. Rucker: That is how it looks.

Mr. Snyder: The trouble is all with overs.

Mr. Dolson: I haven't been short once in six months.

Mr. Snyder: That would indicate that the trouble is not so much with the packers as with those who unload the freight.

Mr. Sutherland: In checking up and investigating some of our overs and shorts the idea was suggested that the reason freight is carried by destination is because that in breaking it down freight is covered up. We have a good deal of that out of Shreveport. Mr. Wallace seems to think that conductors should find that freight by making proper search. I don't just exactly understand if he means to convey the idea that the conductor covers the freight, breaking it down himself or if the warehouse men cover it. Whoever does it, it is wrong. Freight should not be covered up—that is, out of station order. How do you do, Freeman? Do you break your cars down and cover the freight up?

Mr. Freeman: We pile it in station order and then break it down. That Shreveport car is hardly ever loaded so heavy as to cover anything up, yet we get overs and shorts every day from Shreveport. But Heavener is our worst trouble. There isn't a day that we don't find stuff that belongs up on the Rock Island without bills; still, there are a lot of bills that fellow at Heavener marks short at Heavener and we find O. K. here. It costs us a lot of extra labor and the way business is here now it takes one man to recooper the freight in that

car. I don't see how the fellow gets a receipt if he doesn't check it.

Mr. Snyder: We are not required to receipt for freight in a through car.

Mr. Freeman: That sticks us jointly for claims on that car.

Mr. Hall: It does.

Mr. Sutherland: If a car comes through from St. Louis and seals intact, would we be stuck?

Mr. Hall: Yes, sir, we would have to pro rate it.

Mr. Sutherland: Suppose a car came through under St. Louis seals and there was a package short. Would we have to pro rate it under those conditions?

Mr. Hall: Yes, sir. It is just a question of give and take.

Mr. Rucker: That report there wouldn't cover any concealed damage or loss.

Mr. Snyder: No, we wouldn't expect it to.

Mr. Freeman: Suppose we get a car in here with 25,000 or 30,000 pounds without a bill and we didn't get the bill for forty-eight hours after the car arrived. Would it be necessary to make an O. S. & D.?

Mr. Snyder: I would begin wiring for waybills and would take up with the superintendent in regard to permitting anything like that; unless you work the car you are not supposed to make over report.

Mr. Dolson: I had two shipments from Fort Smith bills D. H. A. for Ashdown. The shipments came in on No. 33 and the revenue bill came in on No. 3. Why was it necessary for me to make an O. S. & D. covering that?

Mr. Snyder: You received the stuff D. H. A. on D. H. A. billing. Had you checked short previously?

Mr. Dolson: No. I got the revenue billing the same date.

Mr. Snyder: I believe if you had explained the matter—

Mr. Dolson: I did, and they came back and asked why I made no O. S. & D. When you receive stuff D. H. A. and then receive the billing a day or two afterwards, why is it necessary to make O. S. & D.?

Mr. Snyder: Understand, when the office writes you in regard to that it isn't with the idea of criticising you, but to get an explanation as to what has occurred.

Mr. Dolson: It is customary, when we receive a shipment D. H. A., to not take the waybill into account on that date or the following date. Lots of times we hold waybills out several days and get revenue billing from some point and give reference to that on the D. H. A. billing.

Mr. Snyder: When you receive freight on an astray waybill, you make delivery without proof of ownership?

Mr. Dolson: Not without proof of ownership, but without revenue billing.

Mr. Snyder: I think, as a matter of fact, a fellow is taking a certain amount of risk in doing that.

Mr. Dolson: You would have your warehouse full most of the time if you didn't do it. A man, of course, has to use judgment as to whom he delivers the freight to.

Mr. Snyder: You have to deliver it with the understanding that you are responsible should anything be wrong. It is between you and the other fellow.

Mr. Freeman: The Western Weighing Association has a new rule on bicycles and stoves—they all have to be crated. We are holding up a shipment of household goods we are going to have a suit on because the bicycle isn't crated.

Mr. Hall: Is the shipment already in transit?

Mr. Freeman: Yes, sir.

Mr. Sutherland: Wouldn't the proper caper be to crate it.

Mr. Hall: I would crate the stuff and assess the charges against the shipment.

Mr. Freeman: One time we had a shipment here that the agent ordered crated and they come back at him about six or seven months afterwards and wanted to know what authority he had to crate it.

Mr. Hall: If you have a shipment of that kind on hand it is up to you to use the best means possible to get it to destination in accordance with the shipping contract. If it is required that the bicycle be crated, you should crate it.

Mr. Freeman: Suppose the shipper refuses to pay the charges.

Mr. Snyder: Let the man at the other end worry about that. In this case the agent at the point of origin was in error in accepting it.

Mr. Hall: You can't hold it up after you have accepted it.

Mr. Freeman: The agent at wherever that shipment came from probably don't know anything about that classification.

Mr. Snyder: There is always some way out of those things.

Mr. Freeman: We have been getting New York merchandise under S. S. D. seals and in the last few days these shipments have been coming to us robbed to a finish. Under their own seals, all right. The doors and windows appear to be all right. We had a shipment of cigars for the Brown News Company. It didn't look like anything was gone, but we weighed it and it

was fifteen or twenty pounds short. One box had been opened.

Mr. Snyder: If those cases come up with any frequency, you should make a report and an investigation should be made.

SAFETY FIRST.

A Safety First meeting was held at Second and Wyandotte, Kansas City, Mo., 10:00 a. m., January 18, 1914, for the purpose of forming committees to actively engage in the work of promoting safety first on the Kansas City Terminal Division.

Meeting came to order at 10:00 a. m., with Mr. C. W. Streeter as chairman.

Mr. Streeter then briefly explained the purpose of the meeting and gave the names of officials which the Central Committee comprises, as follows: General superintendent of transportation, chief engineer, superintendent of machinery, superintendent of telegraph, superintendent of bridge and buildings, purchasing agent, auditor, and freight claim agent. He then requested that the sub-committee be organized in order that there would be someone to receive and report such conditions that might cause personal injuries or accidents.

Mr. H. S. Dean suggested that the committee be appointed by the heads of the various departments. Motion seconded and carried.

Mr. E. M. Basye then appointed the following from his department:

S. E. McConnell, Armourdale.
Chas. Parks, Henning street.
S. A. Douglas, Second and Wyandotte.
J. A. Spears, Knoche and Crescent.
J. W. Packer, extra gang foreman.
Chas. Tignor, Air Line Junction.
W. H. Hoag, Air Line Junction.
J. M. McElyea, Independence.
Chas. Swanson, Belt Junction.
T. Stewart, Grandview.

Mr. Dean divided the Terminals in four districts. The first district taking in from the west end of Knoche Yards to Henning Street Yard. The second district, Knoche Yards proper. The third district, East Kansas City Yards and the outlying territory; Sheffield, Leeds and Air Line. The fourth district, Henning Street Yards and the territory west. He then appointed the following:

Engine Foreman—Nights.

Frank Bowman, East Yards.
A. E. Adams, Crescent.

Yardmaster—Night.

Thos. Fagan, Henning street.

Engine Foremen—Days.

J. E. Franklin, East Yards.
O. Winters, Transfer.
John Carter, Henning street.
R. M. Carr, Armour Packing Company.
C. S. Hiatt, Armourdale.
S. Rucker, Elmdale.
W. F. Phelps, Sugar Creek.
J. W. Mikels, Sheffield.

Mr. F. A. Prewitt then named the following from his department:

Night Men.

J. H. Speck, engineer.
A. LaBranch, boilermaker.
H. Fain.

Day Men.

Chas. Batchelor, stationary engineer.
Joe Cummings, boilermaker.
James Kerr, boilermaker.

Mr. J. B. Green appointed Mr. B. H. Masters from the Claim Department.

Mr. Streeter suggested that someone from the freight and passenger service running in over the Terminals be appointed on this committee. The following were appointed:

W. H. Herriman, passenger engineer, to report conditions between Grandview and Kansas City.

C. W. Arnold, freight engineer, same territory.

Mr. H. Braun appointed the following:

Day Men.

H. Johnson, Henning street.
J. Willcox, Air Line.
G. F. Mounts, Rip Track.
H. Sharp, Coach Track.
Z. S. Wiley, wrecking crew.

Night Men.

Hans Nelson, inspector.
Barney Manley, night watchman.

Mr. S. W. Storey appointed the following:

C. W. Wheeler, chief clerk.
W. E. Parnham, warehouse foreman.

Mr. Streeter appointed Mr. J. J. Foster from the superintendent's office.

Mr. Pat Tuhill appointed Douglas Dale from the B. & B. Department.

The committeemen having been appointed, the business of the meeting was taken up.

Mr. Basye moved the sub-committee meet at Second and Wyandotte at 10:00 a. m. the first Sunday in each month. The standing committee to meet at the call of the chairman. Motion seconded and carried.

The order of the meeting was then discussed. Mr. Green moved that the following be adopted; motion seconded and carried:

Roll call.
Reading of the minutes of last meeting.
Correspondence.
Reports from committees.
Unfinished business.

New business.

Adjournment.

The matter of giving some reward to employees reporting dangerous conditions was discussed pro and con, and finally decided to wait until the matter could be referred to the general committee in order that all committees might work in harmony on this point.

Mr. Streeter reported a cover off of steam hole at Second and Wyandotte. Mr. Dean reported a similar condition at Second and Delaware, where a water meter box is situated in the middle of the street and a wagon passing over this will sometimes knock the cover off. The matter was referred to Mr. Basye.

Mr. Storey reported bad conditions of pavement at depot. Matter referred to Mr. Basye.

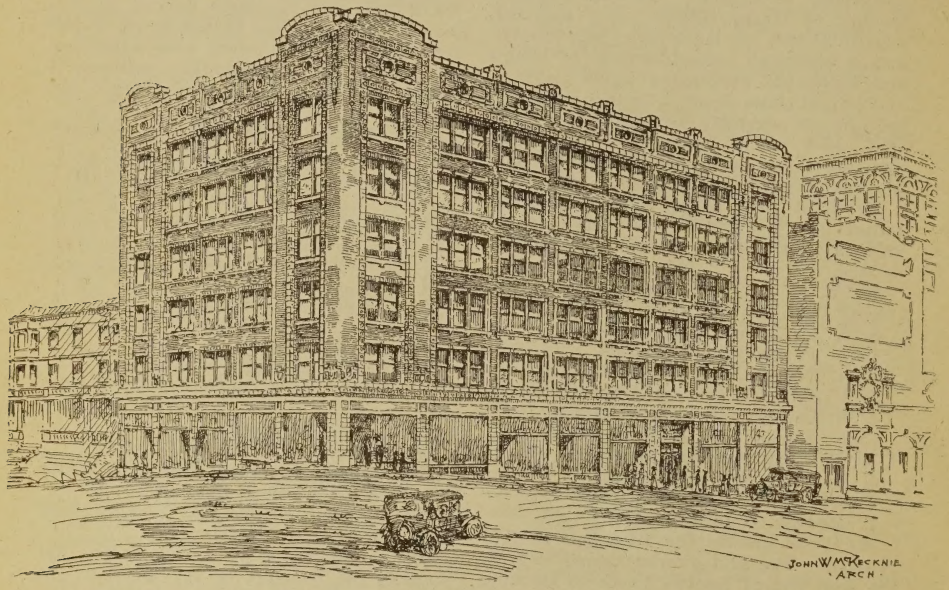
Mr. Winters reported oil boxes being left open on cars. This matter referred to Mr. Braun.

Mr. Wallace reported freezer doors being left open, but as so many of these doors are opened by trespassers very little can be done to remedy this condition.

Mr. Basye reported teams driving up on platform at Second and Wyandotte. Referred to Mr. Redman.

Mr. Redman reported conditions of baggage trucks at Second and Wyandotte. Matter referred to Mr. Braun.

There being no further business the meeting was adjourned.



GENERAL OFFICES K. C. S. RY., 11TH AND WYANDOTTE, KANSAS CITY, MO.

The general offices of the K. C. S. Ry., at Kansas City, Mo., have moved from the Thayer building into a brand new six-story building at Eleventh and Wyandotte streets. Work on this building began last October, and when completed it will have cost $225,000, and will be one of the best of its kind in Kansas City. The new building, owned by Mrs. Mary B. Case, will contain sixty offices and several store rooms. The interior was specially arranged to house a railroad organization and is splendidly equipped for that purpose. The Kansas City, Pittsburg & Gulf Ry. had its general offices in the M. K. & T. Trust Co. building, on 7th and Wyandotte. Its successor, the Kansas City Southern, had its offices in the Temple block, on Walnut street, and in 1903 moved into the Thayer building on 9th and Broadway. The Thayer building had been the home of the Kansas City, Fort Scott & Memphis and, for a time, was jointly occupied by the St. Louis & San Francisco and the K. C. S. railway companies.

KANSAS CITY SOUTHERN RAILWAY CO.
TEXARKANA & FORT SMITH RAILWAY CO.
ARKANSAS WESTERN RAILWAY CO.

J. A. EDSON.....President
J. F. HOLDEN.....Vice-President
R. J. McCARTY.....Vice-President
S. G. WARNER.....General Passenger and Ticket Agent
W.W. AVERY.....Assistant General Passenger Agent
R. R. MITCHELL.....General Freight Agent

GENERAL OFFICES, KANSAS CITY, MO.

BEAUMONT, TEX.
E. G. SPENCER.....General Agent
R. A. MORRIS (T. & Ft. S. R'y).....City Pass. and Ticket Agent

CHICAGO, ILL., Marquette Bldg.
J. O. HAMILTON.....General Agent

DALLAS, TEX., Cotton Exchange Bldg.
A. CATUNA.....General Cotton Agent
E. L. WHITNEY.....General Agent

FORT SMITH, ARK.
H. N. HALL.....General Agent
J. C. CARSON.....City Pass. and Ticket Agent

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G. M. RILEY.....General Agent

JOPLIN, MO.
C. W. NUNN.....General Agent
D. JOSEPH.....Depot Ticket Agent
C. S. HALL.....City Solicitor and Ticket Agent

KANSAS CITY, MO., 911 Walnut Street.
L. V. BEATTY.....General Agent
J. A. McMANUS.....City Pass. and Ticket Agent
M. O. BELLIS.....Depot Ticket Agent

LAKE CHARLES, LA., 824 Ryan Street.
F. E. HASKELL.....Commercial Agent
J. R. MUSTAIN.....City Pass. and Ticket Agent

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M. F. SMITH.....General Agent

MENA, ARK.
W. C. B. ALLEN.....Geologist
J. HOLLISTER TULL.....Agriculturist

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J. M. CARRIERE.....General Agent

NEW YORK, Woolworth Bldg.
J. P. KNIGHT.....General Agent

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D. S. ROBERTS.....General Agent

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J. E. COUNTRYMAN.....City Passenger and Ticket Agent

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GEO. KASSLING.....General Agent

SAN ANTONIO, TEX., 314 Gunter Bldg.
C. M. WILKINSON.....Commercial Agent

SEATTLE, WASH., 516 Coleman Bldg.
I. W. DUDLEY.....General Agent

SHREVEPORT, LA., Caddo Hotel Bldg.
A. H. VAN LOAN.....General Agent
A. B. AVERY.....Union Station Ticket Agent
J. W. NORTON.....City Passenger and Ticket Agent

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S. G. HOPKINS, (T. & Ft. S. R'y).....General Passenger and Ticket Agent
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KANSAS CITY, MO., Thayer Bldg.
WM. NICHOLSON.....Immigration Agent
F. E. ROESLER.....Assistant Immigration Agent
C. O. WILLIAMS.....Traveling Passenger Agent
ROBERT DICKERSON.....Traveling Passenger Agent

Little River County

ARKANSAS

For the General Farmer, Stock Raiser and Dairyman

The best all around general farming and stock raising country, with fewer shortcomings and great material advantages, and a greater variety of agricultural resources than any other country west of the Mississippi River is

LITTLE RIVER COUNTY, ARKANSAS.

Here, within a compact area, is the largest acreage of rich bottom lands and fertile uplands to be found in Western Arkansas, with a well distributed rainfall of forty inches and practically no waste land. These bottom lands, none of them subject to overflow, produce annually from

Fifty to seventy-five bushels of corn,
Twenty to thirty bushels of wheat,
Forty to eighty bushels of oats,
Two hundred bushels of potatoes,
Three-fourths to one and one-half bales of cotton,
One and one-half to three tons of hay.
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from $10 to $35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stave mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a $40,000 court house, a $20,000 school building, a $40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

Write us for further information in detail.

SOUTHERN REALTY and TRUST COMPANY

W. L. PERKINS, Manager **ASHDOWN, ARK.**

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